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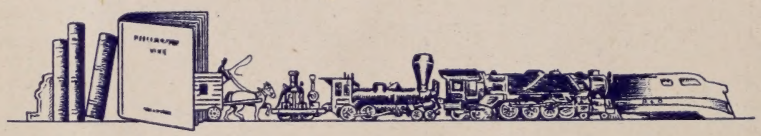
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BALTIMORE AND OHIO EMPLOYES MAGAZINE



OCTOBER, 1914



Oats *and an* Elgin

HERE'S the story, as it comes from Illinois, vouched for by the superintendent of the grain elevator where the thing happened:

"Here's to the Elgin Watch! While clipping oats a few days since, our man in charge of oat clipper found one of your watches in the oats. That watch in the oats had been unloaded from the cars with power shovels—down through iron grates to hopper—onto conveyor belt—to elevator—up 110 feet—discharged into garner over scales—dropped into scale hopper—then out to another conveyor belt—unloaded by tripper into storage bin—drawn out on third conveyor belt—into elevator—up 110 feet—down through garner and scales again—to clipper bin—out over clipper riddle to trash box, where we found it.

"The case was only slightly sprung, and the crystal broken. We wound the watch and it started right off, and seems to run as well as any watch."

This watch was not an expensive Elgin! The incident goes to prove the fact that all Elgin Watches, both for men and women, are built to withstand all the strenuous moments in busy folks' lives.

ELGIN Railroad Watches

B. W. RAYMOND Model—19-21-23 jewels—with or without Winding Indicator. Built especially for the wear and tear and the bumps and jars of a railroad man's life.

See your local jeweler—your Elgineer, master of watchcraft. And write us for booklet.

ELGIN NATIONAL WATCH CO., Elgin, Illinois

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Your Choice of 38 Styles



Any WING

Shipped on

Four Weeks' Trial

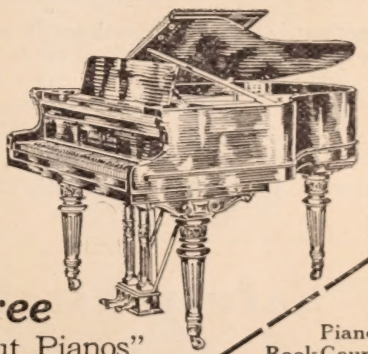
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No Money Down
—Not a Cent of Freight

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At the end of the 4 weeks' trial, if you wish, you may return the piano at our expense. We pay return freight to New York. Not a penny to pay for the pleasure of using the piano four weeks. **No obligations whatever** to keep it—you and you alone are to judge. Now write for the piano book (free).

Valuable Book on Pianos—*Free*

"The Book of Complete Information About Pianos"

The New York World says: "This is a book of educational interest everyone should own." Would you like to know all about pianos—how they are made, how to judge the fine points of quality and price in buying a piano? Then send the coupon for the piano book which we are sending FREE for the present. This book of 136 pages tells about materials, manufacture, assembling patented devices and what they do, all about soundboard, action, case, in fact every detail connected with a fine, high-grade piano. You will be astonished at the amount of information about piano quality and piano prices, and how to answer the arguments of piano salesmen. This magnificent 136 page book, a complete encyclopedia on the piano; the most complete and costly book ever published on the piano business; posts you on the making of a piano from start to finish and how to judge the fine points of a piano. Now, then send the coupon. We will send you this book free and prepaid, provided you send the coupon at once. We will also send free our beautiful catalog showing new art styles and full explanation of our rock-bottom price on the Wing Piano. Send the coupon today.

Wing & Son (Est. 1868)
Dept. 2727 Wing Bldg., 9th Ave. and 13th St. New York, N.Y.

We will take your old organ or piano on the most liberal of all offers. Be sure to get our proposition before you sell or trade your old instrument. Do not overlook this opportunity.

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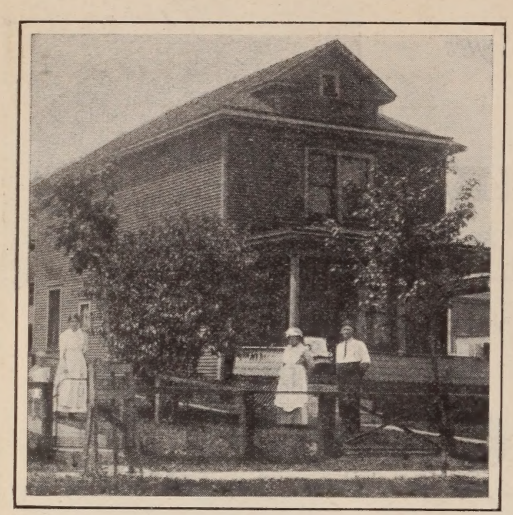
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This Letter Speaks For Itself

KENOVA, W. VA.

DR. S. R. BARR,
Baltimore, Md.

Dear Sir:

This is to advise you that we have received the land deed with fire insurance policy 826 and release. I am enclosing a picture of our property and wish you would have it put in our Employes Magazine. This home was paid for in three years through the Savings Feature of the Baltimore & Ohio Relief Department. I cannot say too much for it or for the officials of the department.

Yours truly,
C. F. MERCER.

Every day you delay in finding out how easy it is to secure property through the Relief Department puts you one day further away from the possession and occupation of your own home. Isn't it worth while to ask for details?

For full particulars concerning the saving and loan features, write today to

SUPERINTENDENT RELIEF DEPARTMENT

DEPARTMENT S **BALTIMORE, MD.**

ADVERTISING ANNOUNCEMENT

We cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted

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Whole Leaf Kentucky Tobacco

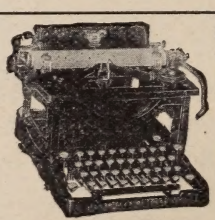
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2 lbs. of big, golden brown leaves $1.00

Write today, money order, stamps, dollar bill.

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buys a Standard Typewriter your choice, Late Style Visibles, Back Spacer, Tabulator, Two Color Ribbon, Every modern operating convenience. My prices lower than other cash prices.
Perfect Machines — Fully Guaranteed.
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of "O.K." fame. Brass, 3 sizes, in brass boxes of 50 & 100 each. *Your Stationer*, 10 & 20¢. Send 10¢ for sample box of 50.

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Booklet of our 3 "O.K." office necessities Free. *Liberal Discounts to the Trade.*

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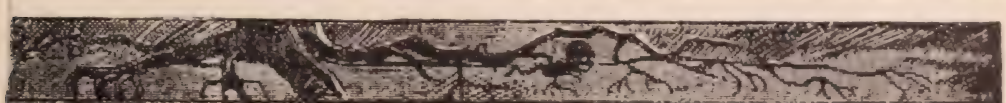
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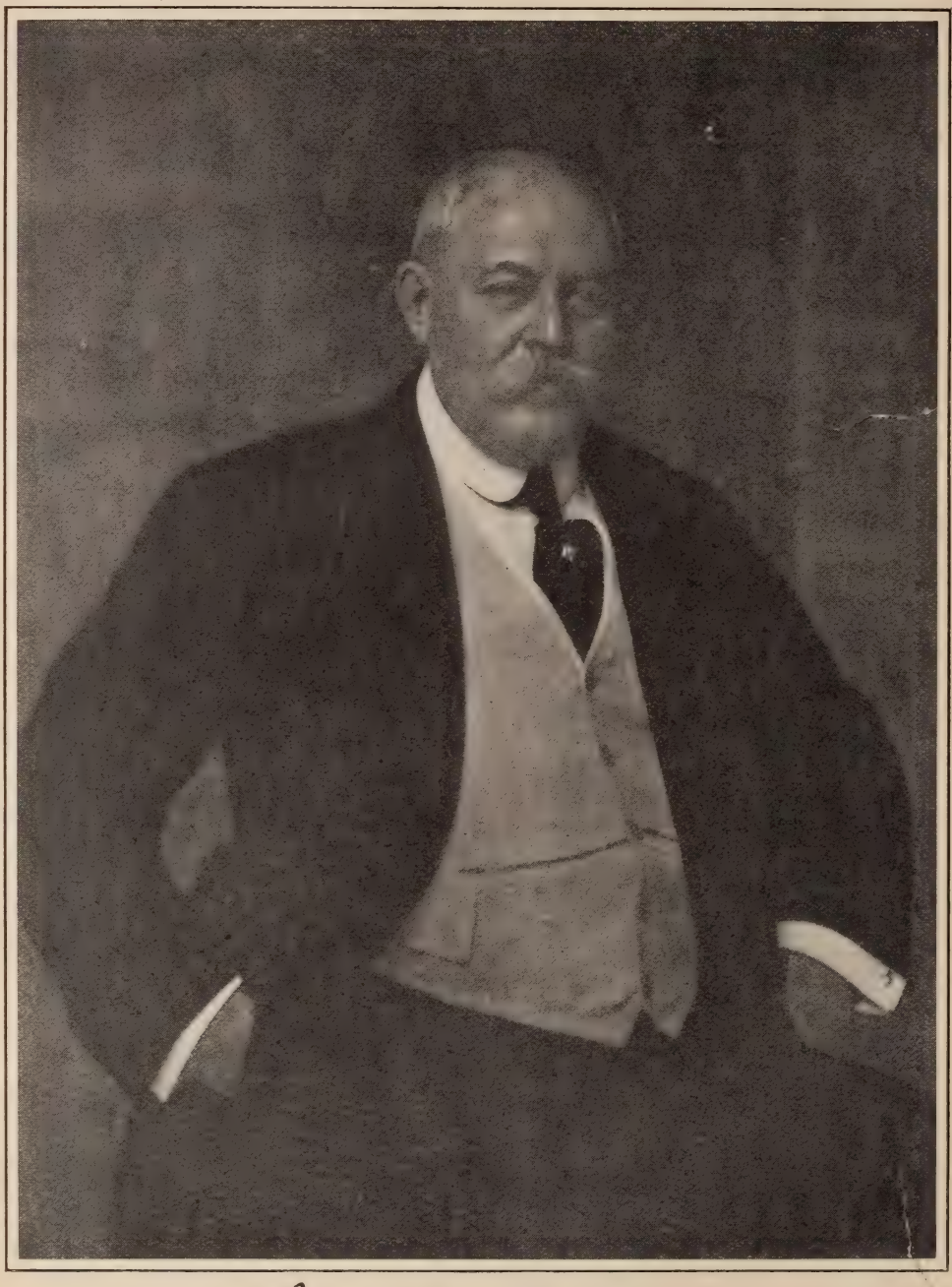
Volume 3 | Baltimore, October, 1914 | Number 1

Contents

Oscar G. Murray, Chairman of the Board of Directors		5
An Autumn Sonnet	Louis M. Grice	8
Daily System of Freight Accounting With Labor Saving Devices	J. P. O'Malley	9
The Little Model—A Story	J. N. Shellman	21
Jennie Smith Home Fund	W. L. Steere	26
War on Loss and Damage		27
By the Way		37
Help Us Reduce Our Telegraph Congestion and Expense	C. W. Galloway	42
The Need of Cooperation in Safety First	E. R. Scoville	43
Exhausts		47
European Wars and American Farmers	J. B. Stewart	50
To An Unrecognized Contributor		54
Home Department		55
Lyric Poetry—Its Attributes and Votaries	Louis M. Grice	57
Railroading in War Times	Dixon Van Valkenberg	60
Efficiency Applied to Little Things	B. P. Craig	63
Editorial		64
The Highest Safety Records for August		66

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Chairman of the Board of Directors Baltimore and Ohio Railroad Company

Oscar G. Murray
Chairman of the Board of Directors of the Baltimore and Ohio Railroad Company

(From "Men of Mark in Maryland")

OSCAR G. MURRAY, former president of the Baltimore & Ohio Railroad Company, and now chairman of the board of directors, was born in a quiet Connecticut village on the 20th of May, 1847. As his name indicates, he is of Scottish blood and he illustrates the sturdy characteristics of his race. The name of Murray has been a great name in Scotch history almost as far back as its authentic history goes. Thomas Randolph, Earl of Murray, was the son of the sister of the great King Robert the Bruce. Murray and the good Lord James of Douglas were the two chief captains of the Bruce, and their exploits in recapturing castles and driving the English from Scotland fill the most romantic pages of history.

Mr. Murray has been engaged in the railroad business for more than forty years, and knows every detail and branch of it. He began his service in transportation in January, 1872, at Galveston, Texas, as a ticket agent for the Galveston, Houston & Henderson Railroad. He remained in the employ of that company more than eight years, rising through the several offices of assistant general passenger agent and assistant general freight agent to the position of general freight and passenger agent. From August, 1880, to November, 1885, he was general passenger and freight agent of the Gulf, Colorado & Santa Fe Railroad. From December 1st, 1885, to September 15th, 1886, he was traffic manager of the Missouri Pacific lines in Texas, and also during most of that period traffic manager of the Texas & Pacific Railway. From September 16th, 1886, to October 30th, 1888, he was freight traffic manager of all the Missouri Pacific Lines at St. Louis. From November 1st, 1888, to November 1st, 1892, he was freight traffic manager of the Cincinnati, Indianapolis, St. Louis & Chicago Railway, and its successor, the Cleveland, Cincinnati, Chicago & St. Louis Railway, and the Chesapeake & Ohio Railway. From November 1st, 1892, to February 15th, 1896, he was second vice-president of the same system; on February 15th, 1896, he came to the Baltimore & Ohio as first vice-president. The Company was placed in the hands of receivers on February 29th, 1896, and Mr. Murray was appointed receiver jointly with John K. Cowen. They rehabilitated the property and returned it to the Company in April, 1899, and were finally discharged by the court from the receivership on May 25th, 1900, when Mr. Murray again became first vice-president in charge of traffic, John K. Cowen being president. He held that position until he was elected president on December 27th, 1903, effective January 1st, 1904. For six years he was president of the road, his administration being distinguished for its wisdom, enterprise and progress. On the 15th of January, 1910, he retired from the presidency to become chairman of the board of directors.

The most remarkable and interesting work, perhaps, with which he was ever connected was the receivership of the Baltimore & Ohio Railroad Company and the restoration and rehabilitation of our great and historic property. When he was called in February, 1896, to become first vice-president of the Company, he was called with a purpose. The Company was at the time insolvent. It could not meet the interest on its

funded debt, and there was not available cash to pay the cost of operation. Two weeks after Mr. Murray came to the road, to wit, on the 29th of February, 1896, the Mercantile Trust Company, of New York, having recovered a judgment of $929,470.03 against the railroad, filed in the United States Circuit Court for the District of Maryland a creditor's bill setting forth the insolvency of the Company and asking for the appointment of receivers to manage the property. Mr. Cowen, the general counsel of the Company, who had recently been elected president, had foreseen this movement and had brought Mr. Murray to Baltimore as his co-receiver. The part of the work assigned to Mr. Murray during the receivership was to conduct the road, rehabilitate it and restore the traffic which had been lost through inability to handle it. How well he accomplished this stupendous work is now a matter of history.

At the end of about three years the vast sum of $200,000,000 had been raised and applied to the restoration and refunding of the Baltimore & Ohio proper and an additional $100,000,000 for the financing and rehabilitation of dependent corporations.

The sum of $92,899,546.89 had been earned from traffic, including some miscellaneous income amounting to $3,127,-827.64.

The following new equipment was acquired: two hundred and twenty-seven engines, thirty-five passenger cars, thirty thousand seven hundred and three freight and service cars. The total cost of this equipment was $19,790,456.46, and in addition marine equipment costing $685,504.08 was purchased. The obligations incurred during the receivership amounted to $25,936,346. Most of the equipment was purchased upon terms which did not require cash payment, as cash was exceedingly scarce.

One of the transactions by the receivers was the purchase of fifty thousand nine hundred and thirty-seven tons of steel rails to be used in the repair of the track. These rails were purchased at the extraordinary price of $17 a ton, the lowest rate, perhaps, at which steel rails had been sold. The price of steel advanced so rapidly after this purchase that the receivers sold the old rails that were replaced by the new at a higher price than the new ones cost.

The property emerged from the receivership rehabilitated, repaired, in first class condition and with new equipment. Its business had also gained a prodigious increase, almost exclusively by the fine management of Mr. Murray. But how did the owners and creditors of the Company fare in this general reorganization?

Every bondholder received new securities which paid his debt in full. The floating-debt creditors received every cent that was due them. The holders of the old stock, after payment of an assessment of two dollars per share in the case of the "first preferred" and twenty dollars per share in the case of the "second preferred" and "common," received new preferred and common stock in exchange, which, in the light of present values, amply recouped them. The common stockholders instead of being wiped out, as is the usual process, received their common stock in the receivership, which is today receiving six per cent. dividends. In addition to this the ancient and liberal charter of the Company, which granted exemption from taxation in Maryland upon the shares and property, was retained intact. This was the result of the administration of the Baltimore & Ohio property by a great lawyer and a great railroad man.

After the final discharge of the receivers on the 25th of May, 1900, Mr. Murray resumed his place as first vice-president of the Company in charge of traffic. Under his management the business of the road continued to make immense gains. Mr. Cowen, however, was president for only a short time, being succeeded by Mr. Loree, who retained the office until December 27th, 1903, when Mr. Murray was elected. His administration covered a period of great prosperity for the road. Dividends were earned, the holders of common stock receiving six per cent., while extensive additions and betterments were made to the property and paid for out of income. In the first year of the receivership the revenues of the

road were about $25,000,000. In 1907 they had grown to $88,500,000. Few railroads have ever made such strides in so short a space of time.

Shortly after Mr. Murray was elected to the presidency, the great fire in Baltimore occurred and the main offices of the Company at the corner of Calvert and Baltimore Streets were destroyed. For some time the office force had needed more space, and when the old building was burned, it was determined to build a much larger one. Every effort was made to purchase a lot adjoining the old site, without success. Then Mr. Murray decided to buy the lots at the northwest corner of Baltimore and Charles Streets, and upon this central location he erected one of the finest and most perfectly designed office buildings in the land, which is now the home of the Baltimore & Ohio System.

It was Mr. Murray who, as president of the Baltimore & Ohio Railroad Company, purchased from the State of Maryland the five thousand five hundred shares of the Washington branch stock. For a number of years a dividend of ten per cent. per annum on this stock had been paid. About the time of the receivership the dividends ceased and after the reorganization they were not resumed, all the earnings of the road being retained to pay for the Washington branch's proportion of the cost of the Union Station in Washington. This suspension of dividends caused much discontent in the legislature, and at the session in 1898 a joint resolution was passed requiring the attorney general to institute proceedings in court to compel payment of dividends. Nothing substantial came of this resolution, so at the session of 1906 an investigation by the legislature was ordered. While the investigation was in progress Mr. Murray offered the State $2,500,000 for the stock, which was accepted by the Board of Public Works.

After a brilliant administration of six years, Mr. Murray retired from the presidency of the road and became chairman of the board of directors. This place was created for him so that the Company might retain his services and have the benefit of his talents as a railroad manager and especially as traffic expert.

The leading characteristics of Oscar G. Murray are his strength, his boldness and his originality. He is a man of generous impulses and gives lavishly. He is loyal to his friends and has the faculty of attaching men to him and enlisting their support in his work. Among his subordinates, he has always been popular because of their firm reliance upon his sympathy and his sense of justice.

Personal Injury Reduction

Standing of Divisions, showing progress made in personal injury reduction (killed and injured) for month of August, 1914, compared with same month of 1913

New Castle	49%	Decrease	
Wheeling	36%	"	
Philadelphia	30%	"	
Cumberland	17%	"	
Pittsburgh	13%	"	
Cleveland	10%	"	
Chicago	7%	"	
Connellsville	2%	"	
Baltimore	1%	Decrease	
Newark	0.9%	Increase	
Monongah	4%	"	
Shenandoah	25%	"	
Illinois	45%	"	
Indiana	75%	"	
Ohio River	206%	"	
Ohio	256%	"	

Total for all Divisions .... 3% Decrease

AN AUTUMN SONNET

By LOUIS M. GRICE

Summer lies dead; the year is growing old;
Sumptuous yet sad-eyed Autumn weaves her gown
Of crimson, yellow, orange and russet-brown,
As leaves, deciduous, bestrew the wold;
And, lo! beyond the gleam of red and gold,
The face of Winter, 'neath an icy crown,
Threatening, sternly sets in frigid frown,
Lined with dull desolation, grim and cold!

Recurrent death! thy shadow is o'ercast;
Escape we cannot; 'tis our mortal doom:
Yet, through the shrilling of the biting blast
That strikes with death the last belated bloom,
I hear a spring song echoing from the past,
And Hope with splendor spears the gathering gloom!



Daily System of Freight Accounting With Use of Labor-Saving Devices

By J. P. O'Malley

Auditor Merchandise Receipts

IT will, undoubtedly, be of great interest, especially to freight agents and cashiers on our System, to know how the numerous reports they furnish the auditor are handled and revenue accounted for.

The age of progress in which we are living, has suggested to the executives of all railroads the necessity for more up-to-date methods of railroad accounting. As a consequence, many railroads have adopted the "Daily System of Accounting," with the use of electrical mechanical devices, to expedite the handling of their numerous accounts and simplify the duties of freight agents.

On July 1, 1911, this Company, together with several others, adopted a system of accounting, whereby the revenue accrual could be accounted for on a daily basis.

Previous to July 1, 1911, a monthly system of accounts prevailed, which proved inadequate to meet the requirements of railroad executives.

With the daily system, complete and up-to-date information can be furnished for any station on the System, both on traffic received and forwarded.

In preparing this article, the writer was actuated by several motives:

1st. To bring before the working forces at freight stations the absolute necessity for accuracy and of adhering to instructions, to enable the Freight Accounting Department to maintain their standard schedules.

2nd. To show the station forces the reason and necessity for our exacting requirements, as it is found that usually better results are obtained when the conditions are thoroughly understood. When clerks are not well informed, requirements are sometimes looked upon as trivial.

3rd. A number of agents and other employes having had occasion to visit the general offices, have marveled at the machine devices employed in working our accounts, and it occurred to the writer that the outlining of our methods of accounting would prove beneficial to all station employes, the best medium through which they could be brought before them being, of course, the Employes Magazine.

The following procedure is maintained in checking and verifying "Forwarded" and "Received Reports" covering freight traffic:

The office of the auditor merchandise receipts receives daily from local freight agents about nineteen hundred (1,900) Received and Forwarded Reports, varying in volume, according to the importance of the station.

The Daily "Forwarded Reports" Are Used For The Following Purposes:

1st.—To approximate system revenue by grand divisions.

2nd.—To compile statistics as between all stations, covering all commodities, as classified.

3rd.—To ascertain and prove agents' advances and prepaid charges.

waybills by the received clerk—local waybills and interline waybills are separated and placed in precisely the same consecutive order as entered on Agents' Received Reports.

800m 9 25 13 — Form D. S. 104-G. Rev.

From (No.) Station. Route (No.)

Received at (No.) Station

Desk Report Dated 191

		WEIGHT		FREIGHT		ADVANCES		PREPAID	
Totals									
Totals									
Totals									
Totals									
Add									
Deduct									
Net Totals									

FIGURE 1

4th.—To determine that all waybills reported by receiving agents are also reported by billing agents.

5th.—To determine that commodity numbers are properly inserted to correspond with commodity shown on waybills.

6th.—To determine that tissue copies of all waybills reading to foreign lines accompany report.

The Daily "Received Reports" Are Handled As Follows:

As the Daily Received Reports, attached to the original revenue waybills, are received from reporting agents, the reports are detached from the original

A memorandum card (104-G—see Figure 1) is attached to the local waybills, and also to the foreign waybills, as separated.

The "Audit Number" of the reporting station is inserted at top of 104-G card, as well as the "Date" waybills are reported. To prevent waybills for a station becoming separated, a rubber band is placed around both local and foreign waybills for that date. The reports are held by the received clerk, while the waybills, attached to the memorandum cards, are sent to the Machine Room (see Figure 2), and Tabulating Card (see Figure 3) is cut for each waybill by use of numerals, symbolical of the information shown on each waybill.

First Operation: Perforating Cards With "Key-Punch"

Figure 4 shows a cut of one of the key-punches that is used in perforating the various "fields" of the Tabulating Cards —shown in Figure 3.

A Tabulating Card is inserted in the key-punch, and is perforated from information shown on the waybill illustrated by Figure 5.

The key-punch is operated by hand, and numbers, symbolical of the information shown on the original waybill, are punched out, for audit purposes. The "X" in the upper portion of the card is key-punched so as to insure the proper omission of information not required.

These key-punches are operated by the "Touch System," the numbers appearing on the keys being obliterated by constant use (Figure 4 is photo of an unused machine, showing how keys are numbered). Each operator punches from 2,500 to 3,500 cards per day, on "piece-work" basis. The percentage of errors made are usually one-twentieth of one per cent. of the total number of cards punched during the month. As high as 57,000 cards have been punched by one operator without a single error, and as many as 400,000 are punched monthly by eight operators with only 150 errors.

The Tabulating Card is shown in Figure 3, and it will be noted carries twelve (12) "fields," as follows:

1st.—Month in which waybill is reported.
2nd.—Date of month reported.
3rd.—Receiving or reporting station.
4th.—Forwarding or billing station.
5th.—Month waybill is issued.
6th.—Date of month waybill is issued.
7th.—Waybill number.
8th.—Route.
9th.—Weight.
10th.—Freight charges.
11th.—Advance charges.
12th.—Prepaid charges.



FIGURE 2

The Tabulating Card in the illustration (Figure 3) covers East St. Louis, Ill., to East Norwood, O., waybill 1911, September 8, 1914, as shown in Figure 5.

The card is key-punched from left to

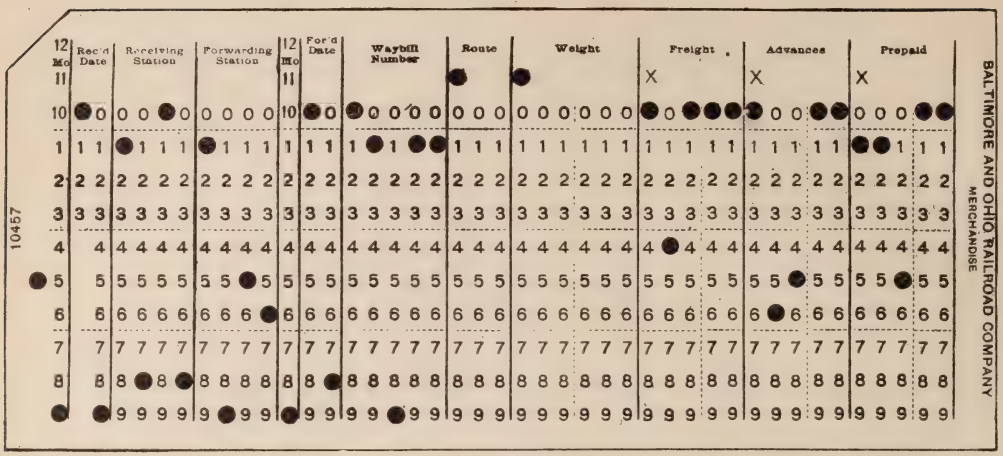


FIGURE 3

right, and the key-punch is so adjusted that the cutting starts at the fourth field, "Forwarding Station Number." The first three fields are perforated by another machine—known as the "Gang Punch" (see Figure 6).

After the operator completes the punching of the cards for all the local and foreign waybills for the station being worked, he passes the cards through the "Gang Punch," which machine perforates as many as fifteen cards, cutting "Month Received," "Date Received" and "Audit Number of Receiving or Reporting Station," with one pressure of the lever. This procedure saves the key-punch operator considerable time.

Tabulating Cards of various colors are used, so as to catch the eye of the operators and other clerks more readily. The different colors used are as follows:

Manila Tint—For Local Waybills.
Salmon Tint—For Foreign Waybills.
Blue Tint—For Local "Add" Corrections.
Red Tint—For Local "Deduct" Corrections.
Green Tint—For Foreign "Add" Corrections.
Brown Tint—For Foreign "Deduct" Corrections.

The "fields" of all the Tabulating Cards are identical, but the corners of some of the cards are clipped, for additional convenience in handling. The route and weight on the manila, blue and red cards (local) are not used. On the salmon, green and brown tinted cards

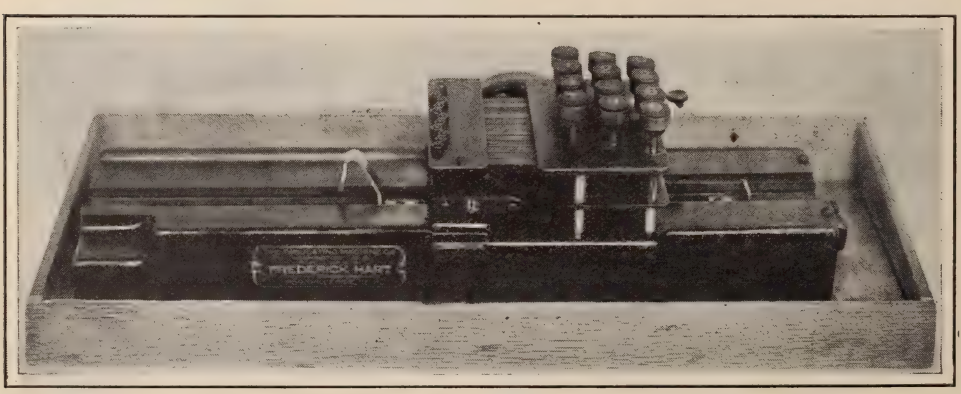


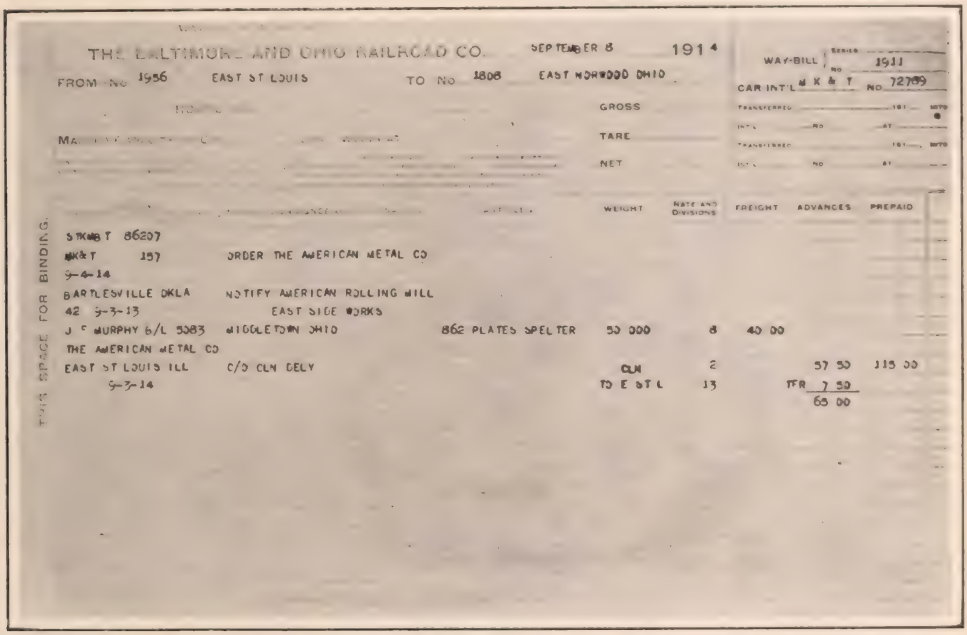
FIGURE 4

(foreign), the route is punched according to audit numbers assigned to foreign roads, with which we have interline billing. It is impracticable to punch audit numbers for all stations on foreign roads, but we use a number to correspond with the alphabet, that is to say, a station on a foreign road, the initial letter of which is "A," would be punched in Forwarded Station Column as "No. 1," a station the initial letter of which is "B," would be punched in Forwarded Station Column as "No. 2," and so on throughout the alphabet. An additional perforation is shown opposite the "5," to the left of the

punched, they are measured, 150 cards to the inch. After proper record is taken, the waybills and cards are passed to the operator of the Tabulating Machine (see Figure 7).

The local and foreign cards are passed separately through this machine, which is electrically driven, until the cards for the station are tabulated or added. The machine adds automatically the freight, advances and prepaid at the rate of 150 cards per minute.

Four "Counters" will be observed at the top of the machine. The first "counter" from the left adds the weight.


THE BALTIMORE AND OHIO RAILROAD CO. SEPTEMBER 8 1914

FROM No. 1956 EAST ST LOUIS TO No. 1808 EAST NORWOOD OHIO

WAY-BILL Series 1911 No. 72799

CAR INT'L M K & T

GROSS

TARE

NET

			WEIGHT	RATE AND DIVISIONS	FREIGHT	ADVANCES	PREPAID
STKBT 86207							
MK&T 157	ORDER THE AMERICAN METAL CO						
9-4-14							
BARTLESVILLE OKLA	NOTIFY AMERICAN ROLLING MILL						
42 9-3-13	EAST SIDE WORKS						
J F MURPHY B/L 5383	MIDDLETOWN OHIO	862 PLATES SPELTER	50 000	8	40 00		
THE AMERICAN METAL CO							
EAST ST LOUIS ILL	C/O CLN DELY			CLN 2		57 50	115 00
9-3-14				TO E ST L 13		TFR 7 50	
						65 00	

THIS SPACE FOR BINDING

FIGURE 5

month received, which denotes the operator's number, enabling us at any time to determine the operator making the error and assess the proper penalty.

After the Tabulating Cards for the "Local" and "Foreign" waybills for a station are key and gang punched, the waybills and perforated cards are passed to the supervisor of the Machine Room, who takes a record of the number of cards key-punched per operator, as compensation is based on the rate per 1,000 cards. Instead of counting the cards key-

the second the freight, the third the advances, the fourth the prepaid. The mechanism to the left is that portion of the machine through which the cards pass. After the local cards are tabulated, the total freight, advances and prepaid accumulated by the tabulators are inserted on the Memorandum Card (104-G, Figure 1), which is still attached to the local waybills.

On the foreign, the same process is followed in accumulating freight, advances and prepaid. If there are any "Add" or

"Deduct" corrections, a Stop Card (blank), without any perforations, is previously inserted by the key-punch operators between the local cards and the "Add" corrections and "Deduct" corrections. The same method is followed in handling the foreign cards.

When these Stop Cards are reached, the tabulating machine stops automatically, due to the fact that a considerable portion of the card is cut off, which temporarily cuts off the electric current. Waybills to which are attached the Memorandum Card (104-G) and Tabulating Cards, are sent to the received clerks, at which desks net totals shown on the Memorandum Cards (104-G), for local and foreign, are accumulated, and the accumulated total balanced against Agents' Received Reports. If the totals agree, the report is stamped "O. K." and the cards filed in boxes provided for that purpose. If the totals do not agree, the perforations of each card must be checked against each item on the Received Report until the difference is located.

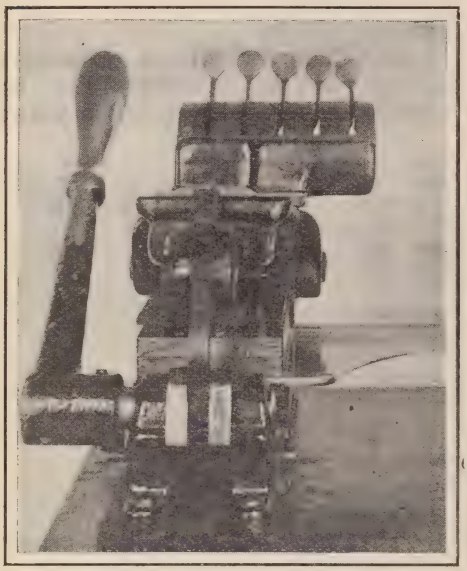


FIGURE 6

Experience has taught us many short methods to detect these errors, saving much unnecessary labor.

The mechanism of the tabulating machine is so sensitive that the slightest flaw in the Tabulating Card causes electrical contact and registers some figure where none were cut. These errors are detected by scrutinizing the cards.

Agents should here recognize the importance of compiling perfect Received Reports and abstracting strictly as the waybills read. The waybill may be properly key-punched by the operator, and waybill improperly abstracted by the Reporting Agent. If there are many such errors, it occasions serious delays in rechecking. When errors are located on the agents' reports, Discrepancy Notices are sent immediately, notifying the agents of the errors detected. Many reports of larger stations balance without checking, which means the saving of many hours of unnecessary work. If the report is correct and the cards incorrectly cut, all the cards and waybills for that date are returned to the machine room, for key-punching new cards, and errors against operators recorded.

All cards for reports in which errors are located are again run through the tabulator, to insure correct totals. After this performance, the corrected totals are again compared with the totals of the Received Report and balanced. The cards are then placed in a box, according to Received Station numbers and date, and the local waybills are turned over to the Forwarded Clerks, for the purpose of checking the waybill against the Forwarded Report (Form D. S., 1-A), on which is inserted in proper column the "Date" the Received Agent reported the waybill, while the foreign waybills are turned over to the Waybill Revision Department. The local waybills, after being checked by the Forwarded Clerks against the Forwarded Reports, are also turned over to the Waybill Revision Department. After the revision is completed, the local waybills are filed, and subsequently bound in records, while the foreign waybills are sent to the machine room, for abstracting by the Elliott-Fisher Billing Machine operators (see Figure 8).

When all waybills by this operation are key-punched and checked for the month (usually about the 6th of the subsequent

month), all the tabulating cards representing the waybills received at a station are run through the tabulating machines, to arrive at the accumulated total for the month, which must agree with the last day's report of the Receiving Agent. The Daily Received Reports rendered by the Receiving Agents carry forward the totals from the previous dates, the last date representing the agent's debit for the month. On larger stations this tabulation is done in periods of ten days, to expedite the work at the close of the month. The totals of all local waybills and totals of all foreign waybills are thus ascertained. The combined totals show the station debit for the month of Merchandise Received Traffic.

After the foreign cards are run through the tabulator and a foreign total established, the cards are run through the sorting machine (see Figure 9), to sort in road order—according to numbers cut on cards in "Route Field."

As the Road numbers for the various foreign lines do not exceed three figures, it is only necessary to run these cards through the sorters three times, and when removed, they are in numerical order.

In the operation performed by the sorting machines, the cards are placed in the machine from the top and by received stations, and the machine being electrically operated, the cards pass individually through slides in the top of the machine into the proper pockets shown in the center of same.

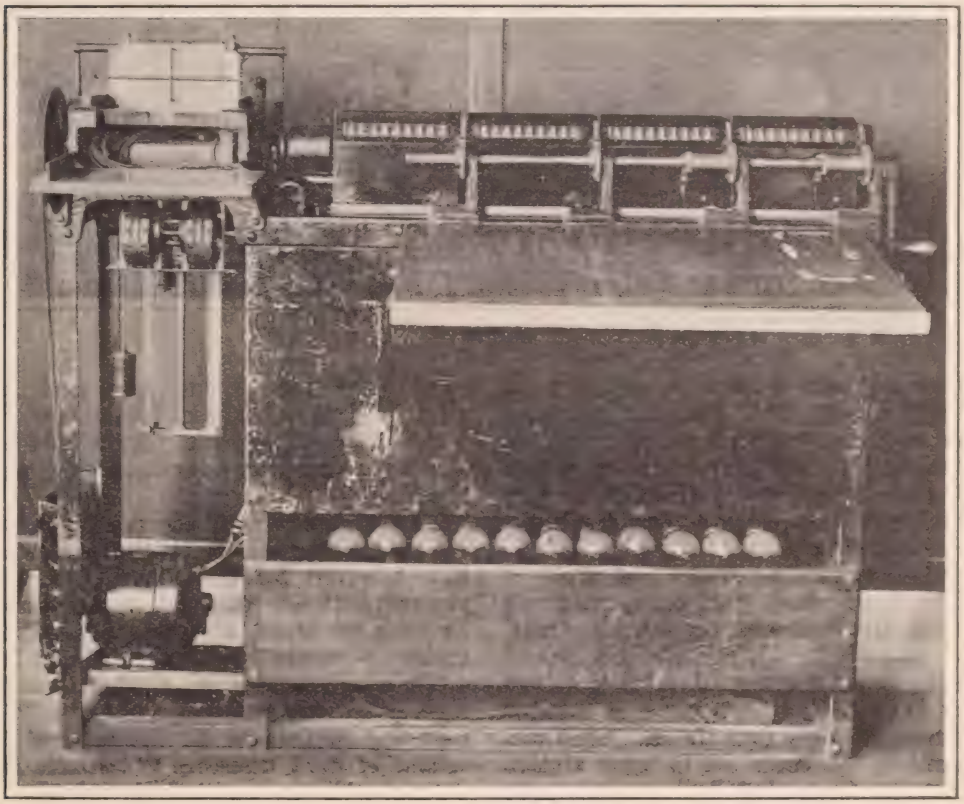


FIGURE 7

This work performed by this machine in sorting the cards is nothing short of marvelous, its capacity being 240 cards per minute.

Separate totals are obtained for each foreign road to each receiving station.

This must agree with previous total obtained in tabulating when cards for all roads were run through the tabulator indiscriminately, before being placed in road order. The totals are then abstracted on Memorandum Card (104-G, Figure 1), and summaries prepared on special blanks for balancing purposes. The Memorandum Cards (104-G) are subsequently turned over to the Interline Department with all the foreign perforated cards for check against the Interline Abstracts compiled by the Elliott-Fisher operators.

The local cards for each receiving Station are then run through the "sorters" (see Figure 9), and as the highest station audit number does not exceed four figures, the cards are run through the machine only four times. After this operation, the cards are in exact station order, on forwarded basis, numerically arranged. The perforated cards for each forwarded station are then separated by use of a long needle, assembling the volume of tabulating cards bearing the same forwarded audit number. Needles are run through the perforations in the cards until they meet resistance, and are then withdrawn and an index card inserted, which enables the operators to bring all the cards of the same station audit numbers together.

After this procedure, local cards are again run through the tabulating machine, in order to determine totals between each forwarded station and each receiving station. These totals are inserted on Memorandum Cards (104-G), also on a summary—for balancing purposes.



FIGURE 8

The summary blank shows freight, advances and prepaid of all the local waybills received for the month, and the revenue between each station is prorated between the grand divisions by Comptometer Operators (see Figures 10 and 11).

This same performance is carried out for each of the nine hundred and fifty (950) reporting stations on the System, and the volume of work necessary to assemble this data monthly can readily be imagined.

When all Received Summaries are balanced, the Memorandum Cards (104-G), carrying advances and prepaid, are withdrawn from the boxes containing the tabulating cards and passed to the Forwarded Bureau.

When the Daily Forwarded Reports are received from billing agents, the ad-

vances and prepaid between stations are drawn off on a summary blank and built up day by day. At the close of the month these totals so arrived at are compared with totals shown on Memorandum Cards (104-G), prepared from data reported by Receiving Agents.

If the totals do not agree, the perforated cards are checked against the summary built up from Daily Forwarded Reports (Form D. S., 1-A), errors noted and necessary corrections made.

The major portion of errors in this feature of balancing of advances and prepaid are usually in the audit numbers, and for this reason agents should use special care in showing the correct audit numbers on the waybills. The figures "3" and "5" may be blurred to look like the figure "8," and consequently, same is perforated as an "8,"—"15" may be cut for "18," and so on.

The key-punchers in cutting the cards from the original waybills at a speed, approximately, of 400 cards per hour, occasionally fail to detect such defects, which causes lost time in arriving at a balance.

After all Received and Forwarded Reports are balanced, a division of the accounts is made, separating traffic as follows: "Local," "Foreign," "New York," "Valley R. R. of Virginia" and "Overhead Traffic."

To meet our schedules and not allow errors to retard our progress, as high as 5,000 extra hours are put in monthly by the force. If fewer erors were made by agents in preparing the reports, not only would none of the extra hours be necessary, but a much smaller force would suffice to handle the accounts.

The "Received Summaries" are balanced on the 14th of each subsequent month, and monthly Statement of Differences rendered, showing the errors made by the agents on their reports. This monthly Statement of Differences should be checked by the agent against Daily Discrepancies furnished by this office.

The "Forwarded Summaries" are balanced on the 25th of each subsequent month, and Statements of Differences are then sent to Forwarded Agents covering all errors made on the reports for the previous month. This monthly Statement of Differences is a summary of the Daily Discrepancy Notices sent when the Forwarded Reports are checked. Agents' Classified Debit for the month is then prepared and sent to our Auditor of Revenue, in which office Form 1462 is prepared and sent to agents.



FIGURE 9

When it is remembered that about 1,900 Received and Forwarded Reports are received and handled in this office each day, one can surmise what a monumental task has been accomplished.



FIGURE 10

During the time the operations previously outlined are being performed, the local waybill passes to the forwarded clerks, as heretofore stated, and is checked against the Forwarded Report. If the Receiving Agent does not report a waybill fifteen days after date of issuance, a tracer is sent to ascertain why it has not been reported. If this tracer, after a reasonable wait, does not elicit a reply from agent, the waybill is arbitrarily added to his account and agent notified. If freight agents would report waybills and corrections the date they are received, a volume of tracing and recording could be eliminated.

After waybills are checked against Forwarded Report, "Date Reported" by Receiving Agent noted thereon, they are sent to the Waybill Revision Bureau.

The Waybill Revision Bureau examines as to accuracy of rates, divisions, routes, weights, etc., about 550,000 waybills per month (400,000 local and foreign waybills reaching this office attached to Received Reports, and with Forwarded Reports 150,000 tissue copies of waybills to foreign roads). This bureau then passes the waybills to the Comptometer Bureau (see Figure 10).

The Comptometer operators revise the waybills issued and received as to accuracy of extensions and additions. This bureau performs a great amount of other work outside of waybill revision, including prorating local system revenue by grand divisions, also interline settlements, and working ton mileage, payrolls and various other classes of work.

The foreign waybills when revised by the Waybill Revision and Extension Bureaus are passed to the waybill shifters, who place them in foreign road and waybill order, and are then turned over to the Elliott-Fisher operators (see Figure 8).

These operators prepare abstracts for about 117 foreign roads, with which in-

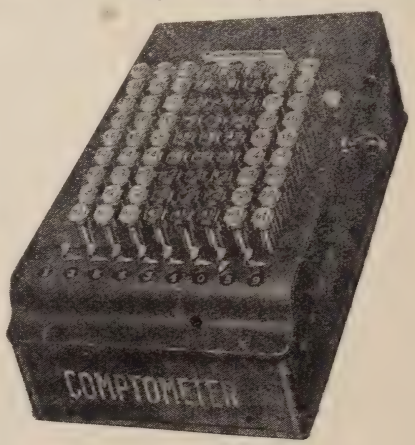


FIGURE 11

terline through billing arrangements are promulgated. This bureau also works on "piece-work" basis. As many as eight to ten carbon copies are prepared by these machines, the number of carbons depending upon the number of foreign roads interested in the waybills abstracted, all of which roads are furnished with a copy when monthly settlements are made.

The following features in the preparation of Forwarded and Received Reports are *important* and if agents and cashiers closely adhere to same, it will materially assist the audit office and avoid considerable unnecessary correspondence and delay:

Daily Forwarded Report Form D. S., 1-A

Prompt preparation and mailing of these reports.

Proper listing of commodity numbers in conformity with commodities shown on billing.

Furnishing tissue waybills when shipments are waybilled to foreign roads.

Furnishing corrections covering additions and deductions as reported.

Daily Received Report Form D. S., 2-A

Prompt preparation and mailing of these reports.

See that all waybills reported are enclosed with the report, securely attached.

Report *all* waybills as issued, or as corrected.

See that *all* corrections are enclosed with the report.

Reports must invariably be signed by agent.

In writing this article the writer endeavored to demonstrate principally the uses of the labor-saving devices. A great number of the inter-office movements of the work not performed on the machines was passed over lightly. These devices are not only "labor-savers," but "brain-savers" as well. An enormous amount of mental fatigue and strain is dispensed with where reports balance at first check, when run through these machines.

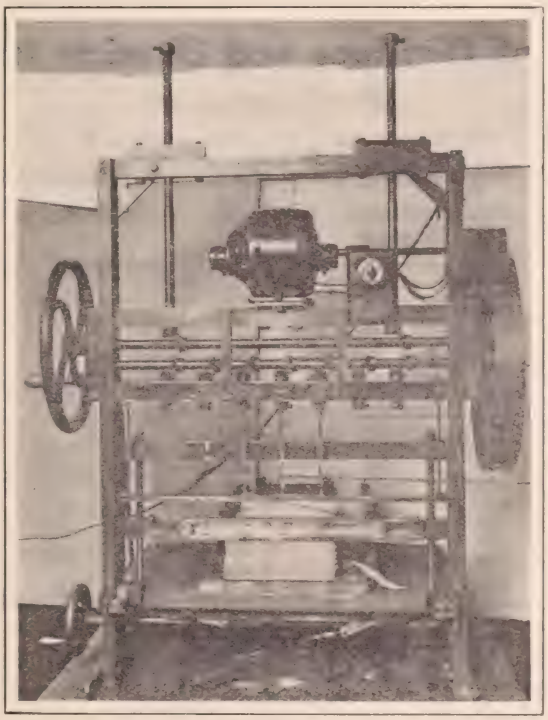


FIGURE 12

The key-punching machines, tabulators and sorting machines are practical and can be adapted to any class of work, as their uses are unlimited. These machines and labor-saving devices supplied the missing link in handling our daily system of accounts, and are now a part of our organization, so much so that they enable us to get out our settlements in advance of any other road.

The organization of the office of Auditor Merchandise Receipts, where these machines are used, comprises 330 clerks, divided into three grand divisions. These are again sub-divided into eight bureaus, which are again sub-divided into seventeen groups.

It takes five clerks a day to open and

sort the reports and mail received in this office. An idea can thus be formed of the volume of mail received daily.

It might be mentioned that after the work for the month is completed, all reports and waybills are bound in this office by means of an electrical binding machine (see Figure 12). Approximately 1,100 records are bound each month. An enormous saving is apparent from a monetary standpoint, by having these records bound here instead of by outside concerns, and every effort is put forth to facilitate and expedite matters, in order to reduce all possible lost motion.

In drawing this article to a conclusion, the writer wishes to extend a cordial invitation to all interested employes, who have the opportunity, to call at the office and observe the machinery in operation, also to become fully informed on a subject which is to our mutual interest and of vast importance to the Company of which each of us is a unit.

Rank of Divisions and Districts in Train Performance

QUICK DISPATCH TRAINS

DIVISION	RANK	
	September	August
Illinois	1	1
Toledo	2	17
Indiana	3	3
Pittsburgh	4	9
Ohio	5	7
Indianapolis	6	2
Cumberland (W. E.)	7	6
Cumberland (E. E.)	8	14
Connellsville	9	12
Baltimore	10	5
Staten Island	11	8
Monongah	12	13
Newark	13	10
Cleveland	14	11
Philadelphia	15	4
New Castle	16	15
Chicago	17	16
Wheeling	18	18
DISTRICT		
Baltimore & Ohio S. W.	1	1
C. H. & D.	2	2
Staten Island	3	3
Main Line	4	4
Pittsburgh	5	5
Wheeling	6	6

PASSENGER TRAINS

DIVISION	RANK	
	September	August
Staten Island	1	1
Wellston and Delphos	2	3
Toledo	3	6
Indiana	4	8
Illinois	5	2
Pittsburgh	6	15
Ohio	7	9
Baltimore	8	11
Newark	9	7
Springfield and Ind'napolis	10	4
New Castle	11	10
Philadelphia	12	5
Chicago	13	12
Cumberland	14	17
Wheeling	15	16
Ohio River	16	19
Connellsville	17	14
Shenandoah	18	13
Monongah	19	20
Cleveland	20	18
DISTRICT		
Staten Island	1	1
C. H. & D.	2	2
Baltimore & Ohio S. W.	3	3
Pittsburgh	4	5
Main Line	5	4
Wheeling	6	6

The Little Model

By J. M. Shellman

Paymaster's Office

BLITHE was the heart of Gustave Vibert—as gay and happy as the glorious day itself, and his progress down the Boulevard de Courcelles resembled a triumphal march. One could almost hear the blare of trumpets and the clash of cymbals in his swinging stride and in the lilting air on his lips. Street sweepers half turned from their work to smile with him and from a corner a gendarme waved a greeting. Gustave's joy was as infectious as the bright spring day, and truly a bright spring day in Paris, when sadness seems to have no part in the scheme of things, is the most inspiring thing in all the world.

Good cause had Gustave to be joyous, for, figure to yourself, would not two of his paintings hang in the Salon this year? Of a surety, yes! and to that crowning glory add the fact that still another painting had been sold on this very day. Old bills had been paid and the painter's heart was free from care, for the painting had brought in fifteen hundred francs!

At the entrance to the Park Monceaux the triumphal progress of Gustave was arrested by a timid greeting. Turning his eyes from the colorful sky and the delicate tracery of spring foliage against it, the painter's glance came to rest on a pale, wan little girl who gazed wistfully up at him from over her basket of flowers while shyly holding forth a tiny bunch of violets.

It was a flower-like face that looked into Gustave's. The eyes were like twin pansies, but dark shadows lay beneath them and the little cheeks were thin. The whole childish body bespoke dire poverty.

The little girl's sales had not been heavy that day, so with a pleading gesture she proffered the violets to Gustave.

"Monsieur seems happy today. Does he not want a boutonniere?"

Gustave drew himself up. He gazed down at the little flower girl a moment in silence.

"How much sadness there is in the world," he mused. "Happy and wealthy today, tomorrow in contempt, because penniless. This child is poor, is struggling, and what chance has she, uncared for and abandoned in the moils of Paris? But what eyes she has—the eyes of a Madonna! She shall pose for me, by St. Denis and the hill of Montmartre." Then aloud:

"How much is the tray worth?"

"Oh, Monsieur, I cannot sell the tray!"

"You are a good saleslady," he laughed; "I mean, how much for all the flowers on the tray?"

Her face lighted up. "Ten francs," she answered.

He produced the required amount and handed it to her. She looked at the tray a moment and then at Gustave in a puzzled way.

"How can you carry them all without a basket?"

"You must do that for me. I live just a little way from here, where I have a studio. I want you to come with me, and after you have decorated the room with flowers, I will have you pose for me."

The little flower girl's eyes brightened with a passionate interest. To pose for a great painter! This man must surely be famous, for his bearing, his jubilant spirit and his ready cash proclaimed him such. These reflections flashed through her mind for a moment; then the light



"MONSIEUR SEEMS HAPPY TO-DAY. DOES HE NOT WANT A BOUTONNIERE?"

faded from her eyes. The realization of the rags in which she was clothed, of her unkemptness, and of the sorry spectacle she must make, swept over her with overwhelming force. She, a drudge, to pose? How absurd! How utterly impossible!

Gustave's soul had suddenly become a blazing torch. It had needed just such a spark as this to set his genius aflame. He saw the wonders of this great new *chef-d'oeuvre* spreading out before him like a dream. Where his last pictures had been great, this theme would surpass them all. He would make himself truly famous. Glancing again at the child, the source of his inspiration, he suddenly noticed the blank look of despair in her eyes.

"Little one," he said, "you look worried. Have I not paid you enough for the flowers? Do you think they are too beautiful to go at such a price? Ah, maybe you are hungry?"

"No," she answered solemnly, "'tis not that; but I cannot pose for Monsieur."

"Cannot! Why?"

She dropped her gaze from his. A faint flush overspread her features. She gulped a moment to cover her embarrassment, then spoke in a very low tone.

"I am in rags, Monsieur."

"If you had been dressed in any other way, my dear, you would not have attracted me. Come, let us cross the street; you will think better of it in a few moments."

He took hold of her arm, and together they crossed the boulevard and turned into the Rue Prony. Down this street about half a square they stopped before a handsome old residence.

"My studio is here," said Gustave.

"But, Monsieur, I cannot go in, you see I—I am in r-rags. Think how embarrassing if I should meet any of your beautiful friends."

"My beautiful friends," said Gustave, "you mean those who have hearts as cold as stone?"

Suddenly the door opened and Pierre, Gustave's companion, emerged from the house. His head was sunk on his breast, his hands were folded behind him and a disappointed expression covered his face. Gustave advanced toward him with outstretched arms and Pierre, seeing his friend, smiled gravely.

"Dear Pierre," cried Gustave, grasping both his hands, "I have had success. Fortune has at last flaunted her golden wings in my face. Fifteen hundred francs, Pierre, and half of it is yours!"

Pierre succumbed to the infectious joy of Gustave and a broad smile passed over his face. Then Gustave led him over to where the little flower girl was standing.

"This is a new model, Pierre, who has inspired in me the desire to paint a masterpiece, and she is just such a one as you have been looking for too, for many days."

Pierre surveyed her critically for a few moments. The girl hid her face before his scrutiny.

"Your face, little one," said Pierre. "Let me see your face."

She lifted her eyes to his. He gazed at her a moment intently, then put his hand to his forehead and fell back a pace or two.

Gustave, alarmed, put out his arm, thinking his companion would fall. The girl lowered her eyes again. She did not understand the action of the newcomer.

"What is the matter?" asked Gustave, alarmed. "You act as though you had seen a ghost. What has stirred you so?"

"It is—vertigo," answered Pierre in a far off manner. Then he turned to the child and asked, "What is your name, little one?"

"Cecile Coignet," she said simply.

"No—it is not the same," he murmured under his breath, then aloud, to Gustave, "You have indeed found a treasure. Her eyes particularly have a charm about them that I like. Bring her up."

Gustave was used to the eccentricities of his companion, so did not heed seriously what he had just seen; but the girl did not understand him, so as Pierre turned back and preceded them into the house, she touched Gustave on the sleeve and drawing him close to her, whispered:

"He frightened me; he acted so queerly, Monsieur; I do not understand. He stared at me so hard. I know I am ill clad; but I must have reminded him

of some one he has known. I am frightened. Please take the flowers and let me go."

"He is eccentric," laughed Gustave, "but he is a wonderful artist and has a big heart, when once you know him. He wouldn't hurt a fly. You have nothing to fear from him."

Thus reassured, she followed him into the house, up the three flights of stairs and into the studio.

The room was full of light. Pierre had entered before them and was already busy setting a new canvass and assorting his brushes. Across the hall a tinkling mandolin kept time with a piano, and a baritone voice was singing lustily. Gustave listened a moment, then smiled. If there was one thing he liked, it was the jolly companionship of those two rollicking music lovers next door.

Cecile stood for a moment in doubt as to her next move when Pierre looked up from where he was pottering over his brushes and paints. A friendly smile encouraged her.

"Make yourself at home, Cecile," he laughed. "Our domicile is not so handsome, but the air up here is refreshing, and now that Gustave has filled his wallet, we'll eat again."

"Maybe," said Gustave. "Maybe."

"Maybe?" ejaculated Pierre. "What are you talking about?"

A sly twinkle appeared in Gustave's eyes. He winked at Cecile.

"Maybe," he continued, "if those two fellows next door will join us with their music, we'll enjoy the repast much better."

"Gustave must have his little joke," said Pierre, looking at the little flower girl.

"You make me hungry," she exclaimed. "I don't know whether *you* are famished or not, but I haven't had anything to eat since eight this morning."

"And it's past three now!" added Gustave.

"Here's my can of tobacco," invited Pierre.

"I'd sooner eat my flowers, they're sweeter," said Cecile, catching the atmosphere of their playful banter.

"Hold up on that," said Gustave. "You forget that I bought them from you. If you eat them, you will belong to me. Now decorate the room with them, just to see how prettily you can do it, while I go out and search for Madame Gaillard and have her get up a repast for us."

When he left the room, Cecile began to decorate the studio with the flowers. First she placed a bunch of white lilacs right over Gustave's easel. This was for his youth. Then on the mantel she saw a vase and in this she arranged a great bunch of purple hyacinths.

"You must stay there," she said, half aloud. "You are my own, the sweet symbol of my steady companion—sorrow."

She stepped back to the tray, which she had placed upon a small table, and taking from it a bunch of hydrangeas, went over to a plaster cast of Caesar, that stood on a shelf next to the wall, and placed them around the bust.

"Those are for you," she said, standing a little off to one side to admire the effect. "They are for you, 'Monsieur Cold Face,' because you resemble my mother,—who was so heartless!"

Pierre watched her, fascinated; but she paid no attention to him. In fact, she had almost forgotten he was in the room; but finally after she had arranged all the flowers that were in the tray, excepting one remaining bunch of lillies of the valley, she looked around for a suitable place, and seeing that his easel was empty, placed them over the canvas he had just put there.

"Those are for you," she said shyly. "You seem to have some worry. They are for you, for they are the symbol of the return to happiness, which I hope may soon come to you."

Pierre said nothing, but looked straight before him. A mist gathered before his eyes. A sudden memory flooded his soul. Tears sprang to his lashes, and he buried his head in his hands. When he looked up again Cecile was stooping to pick up a fallen flower and as she did so, a small locket dropped out of the yoke of her dress and dangled

from the small chain around her neck Pierre looked up. A startled expression crossed his face.

"Where did you get that?" he stammered, pointing to the locket.

* * * * * * *

Gustave soon found old Madame Gaillard, and after presenting to her the four months' rent that he owed, mentioned the need of some refreshments in his studio. The suave Madame conducted him into the kitchen, where he puffed at his briar and chatted amiably about his good fortune, until she produced a substantial cold lunch with a bottle of fine sauterne.

Gustave was pleased. He patted Madame's shoulder affectionately and with his precious cargo mounted gaily up the stairs.

When he reached the door of his studio, the music on the other side of the hall had ceased. No sound came from within. The door was slightly ajar and he was puzzled. Stopping a moment before entering, he listened and a sob smote his ears.

Gustave was dumbfounded! What could have happened! He burst open the door and strode into the room, then stopped and stared in amazement at the sight that greeted him.

Cecile was clasped in the arms of the stoic Pierre! Both were sobbing aloud, and through the sobs Gustave heard the words uttered brokenly:

"My father!"

"My child!"

Gustave walked quietly over to a table and put the tray on it. A sombre expression crossed his face and he began to set the table, thinking it best not to interfere. He had always felt that there was some mystery in Pierre's life, and now he realized that a great sorrow at one time must have befallen him. He had finished setting the table when Pierre rose and laid the child on a couch. He came over to Gustave and threw an arm across his shoulders.

"That is my daughter," he said, quietly, but with great emotion. "She is thirteen years old. Ten years ago I was a poor student, residing in the Latin Quarter. My wife, who had been my model, and I, were happy. Our little girl was three years old. Then my wife met an actor who was playing at the Odeon. She became infatuated with him, but when he offered to take her away, she courageously refused to go. But he tempted her with all the luxuries of life and by saying that I would never amount to much, not having the talent of a yellow dog. One day we were entirely out of food. I was desperate, knowing that the child must have something at all cost. I siezed some posters that I had been laboring on, determined to sell them at any price. I hurried from the little flat, soon disposed of the work and returned as quickly as I could." Here Pierre took a handkerchief from his pocket and dried the smarting tears that had gathered on his eyelids. Then he continued, "I burst open the door of the flat with a joyous shout, for my heart was glad at the thought that I had procured the food; but I found the place empty. My wife had gone and had taken with her the child. She left a note which told me she would place the little one in an orphan asylum, where it would be cared for, and that she herself was going with Jacques, who was so gifted and so strong. You can imagine my grief, Gustave, upon reading this message. I was almost frantic. I searched Paris over, but could not locate her whereabouts nor learn where she had been, nor could I find any trace of the child; and that has been my secret sorrow for the past ten years. But ah! Gustave, you have brought her back to me. I find that my wife died four years ago, after Jacques had abandoned her.

"The poor woman never told Cecile her right name, but gave her the fictitious name of Coignet; and just before she died, she handed the child the locket she now has about her neck, in which there is an old picture of my wife, and told her to keep it always in remembrance of her mother. Gustave, I recognized the child as soon as I saw her this afternoon, for she is the image of her mother; only she needs nourishment. The locket and the picture confirmed what I had thought, and now I want

to thank you, for you have brought back to me the one thing in the world that could bring happiness into my life."

"Pierre," exclaimed Gustave, embracing him, "I'm glad that I have played the angel in disguise, and I hope you will find complete happiness in Cecile. Go to her while I call our two musicians from across the hall."

Gustave soon had them in his studio. Pierre held the hand of Cecile and the happy little crowd sat down at the table. In the midst of the dining, Cecile got up from her place, and going over to Pierre's easel, took one of the lillies of the valley and placed it in the lapel of her father's coat. Then she leaned over and kissed him upon the lips.

"That," she said, "is for us, dear father, because it is the symbol of what I hope is in store for us,—the return to happiness."

The Jennie Smith Home Fund

By W. I. Steere
Chairman

WE wish to make one more appeal to the employes of the Baltimore & Ohio in behalf of this worthy cause. If all whose attention has been called to this matter by letter and through these columns would respond with small contributions the full amount would be speedily raised.

Miss Jennie bought her home, 319 E. Street, N. E., Washington, D. C., eight years ago on the monthly instalment plan. By the time this matter was taken up she had paid by savings from a meager and uncertain income $1500.00 upon the premises; but was found to be nearly a year back with her payments and about to lose the place and all she had paid.

We, who discovered her financial distress, were very certain that Baltimore & Ohio men would want to be advised of the fact, that they might come to the rescue; and the hearty response given, wherever we have been able personally to present the matter, proves that our ground was well taken.

Frances Willard, whose statue adorns the Hall of Fame in our National Capitol, and the only woman thus far accorded such an honor, once said: "There is no doubt that Miss Jennie Smith has shaken hands with more workingmen than any other woman living."

The hands thus honored and strengthened have been mainly those of Baltimore & Ohio men, and the work begun a third of a century past is still being pursued with all the vigor of her great loving heart.

The chairman of the committee having this matter in charge has given his time without compensation, traveling over the Baltimore & Ohio lines as far as time would permit, collecting from employes in all departments as well as from many friends of Jennie Smith outside of railroad circles. This was made possible only by the kindness of the Baltimore & Ohio Railroad officials, who have given the transportation for this purpose, the same favor having also been extended by the officials of the Southern Railway.

We wish also to acknowledge a very substantial contribution from the employes of the Washington Railway & Electric Company, under President King.

It is desirable now that the balance of the collection be made by correspondence, if possible. Up to this time, September 23rd, there has been collected $1089.30, leaving a balance of about $1500.00 yet to get to clear the home of debt.

Men, let us not fall down on this undertaking, which really means so small a sacrifice to each of us, but the aggregate of which will bring such relief and happiness to our dear old friend.

Contributions may be sent to J. S. Murray, assistant to president, Baltimore & Ohio Railroad Co., Baltimore, Md., James H. Baden, secretary, Munsey Trust Co., 15th and H Streets, Washington, D. C., or W. I. Steere, Manassas, Va.

War on Loss and Damage

Allied Forces of Transportation, Efficiency, Loss and Damage and Police Departments Move to Reduce It

ONE of the most interesting joint meetings ever held on the Baltimore & Ohio Railroad, and one which, in the opinion of those present, marks a new era of cooperation between the departments represented, and is destined therefore to effect a substantial decrease in the loss and damage of freight, was called to order by J. W. Coon, head of the Loss and Damage Bureau, in his office on Saturday morning, September 5th. In addition to the road men and claim investigators of the Bureau, with Mr. Coon and his chief clerk, P. C. Lynn, and the police captains with Mr. Leigh, the general superintendent of police, and his chief clerk, F. L. Schepler, there were also present C. A. Witzel, supervisor of transportation and Mr. Emerson, special engineer.

The key-note of the meeting was struck in Mr. Coon's opening remark, when he said, in referring particularly to the road men of the Bureau:

"You men who are out along the right-of-way are in close touch with the actual operations we are trying to improve. You meet the men who handle the freight, you have access to the station records, you get in touch with the officials who can help you put into effect beneficial corrective measures, and I am glad to say you have been and are enthusiastic in your work. No employes on the System are more ideally situated than you to help us decrease the numerous claims the Company suffers continually in loss and damage and robbery. By this joint meeting with the police captains, the other arm of the service which, with you, is most closely connected in a supervising way with this important work of reducing our claims, almost limitless opportunities for improvement along these lines suggest themselves, and will be realized if your enthusiasm is maintained and the hoped-for cooperation is manifested.

"Speaking to the road men alone," continued Mr. Coon, "I urge you to get down to fundamentals. Meet the men whose work you are trying to improve. Let them know that you are endeavoring to make conditions at their stations better. Win their confidence by proving to them that you can relieve them of trouble and worry by helping systematize their work. But be sure to get down to fundamentals, and do not, of necessity, take at its face value the statement of any employe that conditions are thus and so and cannot be improved.

"An instance of the beneficial result of exhaustive investigation came to my attention not long ago. An agent at quite an important station had been telling our road men that he could not improve conditions, and that with the force he had at that time a comprehensive revision of his system was impossible.



REPRESENTATIVES OF LOSS AND DAMAGE, POLICE AND TRANSPORTATION DEPARTMENTS AT JOINT MEETING OF SEPTEMBER 5

The man had been doing the work there for a long time. His system was encrusted with age and his daily experiences had made him a reactionary to progress. A change was made. A new, progressive man took his place and the result was that within a short time we were having scarcely any trouble whatsoever in the handling of freight at that station.

"The road man should try to investigate the operation of each branch of the service at a station. If possible he should try to meet every employe. He should study the men's work, find out who is making the errors, try to have them corrected by a personal appeal to the pride of the person in question, and if this fails, make recommendations for the improvement of the service. No road man will be called away from investigation of this sort until he has completed it. The Company wants you to clean up any station you start to investigate and not to half finish a job with the prospect of its lapsing back into its original unbusinesslike condition."

Mr. Coon then explained that sixty-five per cent. of the entire loss and damage expense is due to either losing or damaging the freight, and that these two items should be given special attention. Continuing, he said: "See that unmarked or improperly marked freight is promptly forwarded to our over warehouse at Braddock. Eighty-five per cent. of all unmarked or improperly marked freight sent to this warehouse during the past year has been connected up and sent to proper destination. If allowed to lie around for three or four weeks at any station before being sent in, the chance of getting it to proper destination and persuading consignee to accept without claim is greatly reduced.

"In working with the individual employes at a station try to enthuse them with your desire to remedy conditions. Let them know that you are trying to help them personally as well as to make a good record. Find out if they know why they are making certain operations. Make them realize that their work is not pure routine, but that they have a vital interest in the intelligent handling of their jobs, and that only by taking such an interest can they realize the best of their opportunity. And remember that you cannot intelligently broach this subject to a man until you understand how well or how poorly he is handling his job. In other words, put the errors up to the individual who is making them and try to help him.

"Large damages result from leakages, either accidental or designed, from packages. The prompt services of a cooper where much of this occurs would go a long way toward preventing such losses, and where such a condition exists it is up to you to make intelligent recommendations."

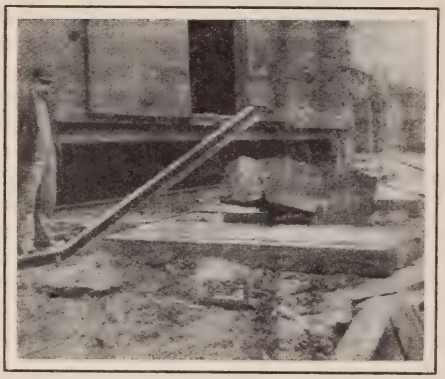
Mr. Coon then referred to twenty-five damage reports which he had received that very morning, all of which resulted from the soaking of consignments by water; also to nine reports of damage to goods by oil stains, where perishable and valuable merchandise had been placed on car floors which were saturated with oil. He also recalled a personal experience where he found well-wrapped and expensive wall papers lying in a car and covered with green hides, the moisture from which had soaked through the packages underneath and ruined the contents. Continuing he said:

"In talking to the general manager the other day he emphasized the necessity of your keeping a close watch on the handling of cars, particularly in terminals. All of you in the operating department realize how much damage is caused on account of rough car handling in the yards. Your supervision is not supposed to be for the purpose of reporting individuals, but of getting a general idea of how cars are being handled so that you will be able to discuss and report on this condition intelligently.

"With the splendid viewpoint which you get of conditions all over your territory, it is you men who can best suggest corrective measures. After all our detailed hard work the same old unsatisfactory conditions will obtain unless you remedy the fundamental deficiencies in our system. To this end we are planning to give our road men smaller territories where the idea of

individual responsibility will be felt to a greater extent, and where you can more properly expect tangible and resultful effects from the proposal and adoption of new methods.

"In this connection you will be glad to know that the very first experience we had with the postal cards which we furnished our local conductors was, viz.:



WHAT POOR TRAIN HANDLING DOES TO YARD EQUIPMENT AND—

A conductor on one part of the Philadelphia Division reported by postal card that he was over one package. In the same mail a card was received from another conductor on the same division that he was short the identical package. You can see how easily proper disposition was made in this case, and understand how much investigation the intelligent use of the cards saved the Company, and how pleased the two conductors themselves were at the happy result of their cooperation.

"If there have been any barriers between the police captains and the road men up to this time, I am sure that on account of our being here together this morning they are now demolished, and I feel that if this result alone has been secured by this meeting it will have been well worth while. Get to know all the men on the police force in your territory, tell them your experiences, compare notes with them, and with them try to work out those corrective measures you want to put into effect. Police captains have had much experience in dealing with men. When they give you the result of this experience it will be invaluable to you.

"I need not dwell at length on the necessity for economy in every direction. Practically every railroad man in the country today realizes the unprecedented restricted condition of the railroads' finances.

"Finally, remember that we are not Loss and Damage men primarily. We are Baltimore & Ohio men first, last and all the time, and the interests of the railroad as a whole should be paramount with every one of us. Where your investigation seems to be in conflict with the prerogatives of another department, try to reconcile your actions so that they will be in complete accord with all with whom you come into contact. This is the only way to get enduring results, and I know that you will all use your best judgment to the end that the entire employe body shall



WHAT IT DOES TO FREIGHT

work together harmoniously for the best interest of the Company as a whole."

Mr. Coon then presented Mr. Emerson, special engineer, and a more appropriate talk, and one which more clearly emphasized in general the points which Mr. Coon had specifically made can hardly be imagined.

"Today," said Mr. Emerson, "we are witnessing the most magnificent exhibition of efficiency which has ever been shown in so short a time in the history of the world. Three weeks ago two million German soldiers were mobilized in an almost unbelievably short time and a substantial portion of them are

now within thirty miles of Paris, the goal at which they are aiming. No matter what we think of the principles actuating them or the spirit back of their movements, no matter what our opinion about the justice of their actions, we cannot help but admire unreservedly the splendid efficiency which has enabled them to accomplish the results already



POOR CRATING—

attained, even if they are now to be halted and driven back.

"This exhibition of national efficiency is, on a large scale, the very thing that you of this meeting are trying to obtain in your important work.

"As a contrast to the German preparedness and activity, let me cite an instance in our own Spanish-American war. In the march of the army train from the coast of Cuba to San Juan, a heavily loaded truck in the vanguard sank into a quagmire in the road. Additional horses had to be brought from the rear to pull it out, and you will hardly believe me when I say that the same operation was repeated with the three hundred and eighty-seven transport wagons which followed. I need not tell you that with their wonderful system, such a condition would not be tolerated in the German army, any more than it would be in our own today.

"The reason the great effort which the French people made to dig the canal across the Isthmus of Panama failed and our own operations there were successful, can be summed up in the words, 'operating efficiency.' We made the territory in which our men worked habitable and healthful before attempting any actual work. We eliminated graft; in short, we established an efficient system of operation before we began to make the dirt fly.

"Just one more illustration of how system and careful planning beats spasmodic and enthusiastic misapplication of energy in getting results. Hundreds of cities throughout the country have adopted the slogan, 'Swat the Fly,' with commendable purpose but woeful lack of results. In Seattle they learned early in the game that it takes seven days to breed flies. They put through an ordinance and enforced it against allowing offal to exist exposed longer than three days. Without offal, fly eggs do not develop into flies, and the result is that Seattle is a flyless community.

"Not only is the daily grind for results in a small and temporary way unprofitable



AND THE RESULT

in the long run from the standpoint of what you attain, but such work is bound to kill initiative and interest. Find out the basic trouble in the operations you are investigating and remedy them. Do not let up on the specific trouble but when you find out what it is try to relate it to the general condition and ascertain the fundamental deficiencies in the system. 'Swat the Fly' when you see it, but do not fail to clean up the offal which breeds the fly."

Many of the men at the meeting knew Edmund Leigh, general superintendent of police and the next speaker, for in addition to the police captains on his own force, he had met all of the roadmen of the Loss and Damage Bureau soon after he became connected with the Baltimore & Ohio last spring. Most of his hearers were fully prepared for the comprehensive and thorough manner in which he treated his subject, the readiness which he showed in pointing out weaknesses which inevitably occur in large organizations such as the police department, and the illuminating way in which he brought his large and extraordinary experience in detective work to bear upon the matters under discussion.

"It was very fortunate for me," he said, in beginning his talk, "that in choosing one of several departments with which to associate myself during a period of investigation lasting over two months and before I was formally attached to the police department, I chose the Loss and Damage Bureau, for I soon found that in my examination of its activities I got the very information essential to beginning my own work right. My association with the men of this bureau has proved invaluable to me and my experience with them should be taken as a lesson by every one of the men connected with the Police Department.

"It was illuminating to me to discover that the captains that were doing the most efficient work when I came with the Company were those who knew best and worked closest with the roadmen of the Loss and Damage Bureau. This is only natural, for the roadmen have access to the stations where so many of our robberies occur, and being in a supervising and investigating position, are able to get and give information which can help our men in their work tremendously, if they will only use it. This observation should be enough to make you captains want to know intimately the roadmen in your territory, but I want to urge upon you emphatically the necessity for doing this and I am sure that it will bring about good results. You cannot realize your best possibilities until you do this.

"It is not, however, the loss and damage men alone with whom captains should be in close cooperation. A captain occupies a unique position on the railroad. He has absolute charge of a very important phase of railroad activities. He can be one of the most useful or one of the most useless men in his territory. He can know the superintendent, the division engineer and agents, he can get important information from them and he can give them equally important information; all of which will redound to the best interests of the Company. And the ideal captain is the one who is so valuable that the division superintendent, for his own best interest, leans heavily upon the corrective arm of the service in his territory. The captain can be of assistance to practically every employe on his division and every employe can certainly help him in a peculiar way. In view of this it is certainly worth while for every one of our men to try to have the good will and best interest of as many employes as possible.

"Not only on this railroad but on others the policeman has come to be known in an entirely false light. He has been a policeman pure and simple and not an important representative of the railroad. We are gradually trying to correct this condition and want our men to be so highly esteemed that they will become the confidants of all Baltimore & Ohio men with whom they come into contact. In its very nature the position of a policeman is strong. He has the law back of him, he has unusual facilities for investigation and it is only fair to say that he is supposed to be a man of greater discrimination and experience in handling men than is the ordinary employe. The trouble has been that he has not made sufficient use of his strength. He has been a man who has made perfunctory investigations, has followed in the footsteps of his predecessor and sometimes has, but more times has not, accomplished adequate results."

Mr. Leigh then discussed in some detail the copper stealing situation, making it plain that the losses to the Company on this commodity, which produces a very considerable part of our revenue, have been enormous and that little has

actually been done to stop them. He also mentioned one or two changes which had been made in the investigation of losses on this commodity, which seem to hold out very good hopes for bringing about an improvement.

"The 'coal tipple man,'" continued Mr. Leigh, "is a relic of the past in the Police Department on this System. If he is only a figurehead without initiative he has no place in this department. We want men whom we can promote, for if a man is not worth being promoted, he is not worth having in the police service at all.

"It is unfortunate but true that railroad policemen have not been taken very seriously by the legal authorities in the territories in which they work and there are a number of logical ways to account for this. We men, however, cannot get the results we are after unless we have the respect and confidence of the municipal police and legal officers. Every police captain on our System should know the judges and the police captains in the territory in which they operate and he should know the peculiarities of the legal procedure, so that he may seize every opportunity it offers in that particular community to enable him to accomplish results. Another thought that suggests itself here is that of studying men, and unless our captains make this a habit they will never get the best out of their subordinates nor themselves reach a high state of efficiency.

"It seems to me that every shortage in a sealed car ought to be treated as a robbery by the police department until it is proved that the shortage is due to either loss or damage. The loss and damage phase of each short report can properly be handled by the roadmen of that bureau. And unless evidence is clear that the shortage is due to loss or damage, the police officer should consider it as a robbery and investigate on that basis. If it is finally discovered that the suspected robbery was caused by an accidental loss or damage, the investigation will have done no harm and you will be so much further along in the game. Police captains recovering goods should not keep them in their offices. They should be sent immediately to Braddock, where so much of the unclaimed and unidentified freight is identified and sent to the proper consignee with resultant saving of claim.

"The interest manifested in this meeting and the results which I believe will come of it make me want to say with emphasis that I believe that one of the most helpful things you can do is to have frequent meetings with your men. Discuss conditions with them, compare experiences and let them know that you are exercising careful supervision over their work and trying to help them in every way you can.

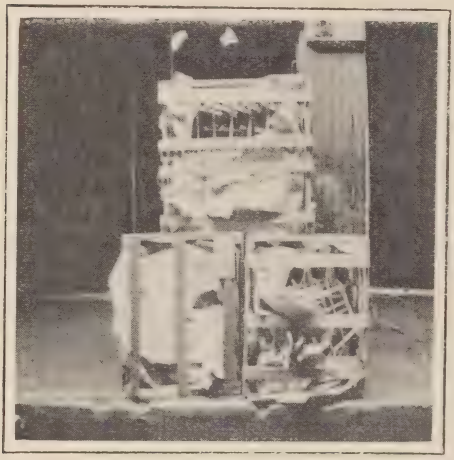
"The recent robbery of a paymaster in West Virginia, with the resultant killing of a number of men, should make us realize what tremendous responsibility is invested in this department in the protection of our paymasters. I have heard very good reports about the protection our men have afforded in the past and know that it has been appreciated. If anything should happen to one of our paymasters when under the protection of this department, I feel and I know that you all feel that it would be a reflection upon us which could scarcely ever be removed. Let us be extremely careful and vigilant in this particular part of our work.

"And this brings up the subject of promiscuous shooting. You men know me well enough to realize that I have a horror of the taking of life, so I need not urge you to resort to fire-arms only in the last extremity, or when your cool judgment dictates that you are dealing with a person who cannot be handled in any other way. You know the type of railroad thief well enough to determine whether or not he is a bad man with whom no chances can be taken. With such your privilege and duty is clear.

"Most of the captains with whom I have talked agree with me that they have been doing too much office work. Each captain should remember that he is the intellectual leader of his own force. That it is he who should lay plans for more efficient work, think up new schemes for the protection of property and the detection of evil doers; in a word, that he is in his job to supervise not office detail, but field operations which get the results; that it is his initiative and creative

ability which will enable him and our department as a whole to make a good showing.

"In my opinion," continued Mr. Leigh, "there is no abuse suffered by the railroads today comparable to that which results from illegal trespassing on railroad property. The trespassing itself is

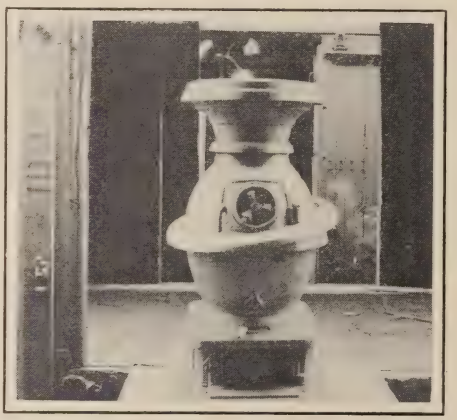


PITY EVEN DOLL BABIES RIDING IN THESE TOY CARRIAGES AFTER SUCH CRATING

bad enough, but it is the greater abuses which this practice leads to and which we ought to bend every energy to wipe out. And with proper cooperation between us and the local and state authorities through which our lines run, there is no reason why great improvement should not be made along these lines. The freedom with which our trains are boarded by tramps and other individuals, who try to beat the railroad out of their transportation charges, is extraordinary. Long abuse of railroad property seems to have led these people to believe that freight trains and the sleepers and trucks of passenger trains are free berths for them to occupy whenever they will. It is a great reflection upon the police system of our country as a whole which has made it possible for this condition to exist. A clearer understanding of the rights of the railroad, which is just as much private property as the commodities on the counters of a dry goods shop or a grocery store, on the part of municipal and state authorities as well as of our railroad police, will, I feel sure, go a long way toward remedying the aggravating conditions under which we are now working."

Prior to the adjournment of the morning session for luncheon, C. A Witzel, supervisor of transportation, who was unable to remain for the afternoon meeting, was introduced and said in part:

"I am a hearty believer in meetings of this kind and think that more of them will tend to make for greater efficiency, harmony, cooperation and cohesiveness, which I am convinced are not present in our work in as full a measure as they might be. This is stated without reflection on anybody, but the fact is that all departments work for their own interest, and sometimes individuals in these departments lose sight of the greater and broader effect on and benefit to the Baltimore & Ohio. This is particularly true of specialists such as myself. We all work for certain results and are apt to lose sight of the



AN UNCRATED STOVE—CALLING FOR GREAT CARE AND INGENUITY ON THE PART OF HANDLER

other fellow's viewpoint, so that I say that periodical meetings of all interested on different subjects should be held to harmonize our respective views. In no better way can the service be improved and the good will of the public retained, and as I see it, the greatest asset the railroad companies have today is the good will of the public.

"Since specializing on merchandise tonnage, I find some unfavorable comment made and it is occasionally classed as a great hardship. If all of our merchandise movement were on the main line in just two directions, the problem of properly moving it without unnecessary delay would be comparatively simple,



TURN THIS UPSIDE DOWN—IT'S HARD TO FIND TOP OR BOTTOM

but our System is so great that the movement takes place in every conceivable direction.

"The loading order provides for the loading of cars so that the average way car travels about 80 miles, the average direct car, exclusive of traps, about 180 miles. Twenty-five per cent. more merchandise moves west than east. Were it not for this condition the empty movement over the line would be very materially increased. It is estimated that the avoidance of loading a merchandise car saves approximately $9.00, so that you gentlemen may readily understand what a great piece of economy it is to cut out the unnecessary car.

"It is suggested that the loss and damage people, as well as all interested in the subject, should observe good loading as well as bad, and cite such cases for the benefit of all concerned. The roadmen of the Loss and Damage Bureau are doing good work and I shudder to think what the situation would be were it not for their effective cooperation.

"I would also suggest that there be a more uniform and comprehensive method of identifying freight; all freight should be stamped in some form or another to enable anybody receiving it to determine where it came from and possibly what should be done with it. Attention should also be paid to the extra care required in picking up freight platformed for want of empty cars placed; if sufficient empties are not available at a transfer station and it is necessary to unload a car, docking the freight temporarily, the greatest possible care should be exercised to prevent such freight from going astray, because it has been my observation that that is one of the greatest causes of astray freight.

"I think, too, that if a box is broken or racked badly or any container damaged, it should be an obligation to repair it so that the damage will not continue or increase. The fact is that at many stations receiving such packages a damage notation is made on the expense bill "received in damaged condition," "box broken," or some such notation and this notation is taken advantage of by the consignee. We should deliver the goods in the same condition that we receive them and this is our only obligation. The fact that the container is not in perfect order does not necessarily mean damaged contents; however, as stated above, advantage is taken of such notations very often.

"It seems to me also that the faults in the classification should be more commonly cited. An agent knows by experience what causes trouble in the way of packing, etc., and should not once nor twice nor occasionally, but in every instance that such cases come to his observation, cite them to his superiors for consideration when the classification committees have occasion to meet.

"I believe, too, that not enough attention is paid to trimming. In other words, stowing may be good but the trimming for movement is not, and this is particularly true with reference to the trimming for temporary or small amount of switching, at lunch time or to replace one car with another, etc. Too many chances are taken. This should be one

of the principal subjects for consideration by all traveling representatives.

"Stress should be laid upon the necessity of coaching new men. Unfortunately our help is more or less of a shifting character so that an organization should always provide for the instruction of new men. This is often neglected, with the result that such men commit great faults and many of them before they are fully conversant with their duties.

"It has been claimed that heavy loading is the direct cause of great loss and damage. This I wish to dispute. Incorrect heavy loading undoubtedly causes damage but the correct heavy loading of cars does not. At a test made sometime since which included 4268 cars, it was found that the heaviest loaded cars and the extremely light cars rode the best. Those loaded with medium quantity invariably caused greater damage, and as the test was based on the number of shipments contained in the car, the result must be conclusive. In summarizing the loss and damage situation, I believe that the greatest increase in loss and damage is due to fragile packing, some poor stowing, poor trimming, the mixed character of freight, and rough switching.

"I might also state that in the past ten years the American Association of Freight Agents has considered loss and damage forty-seven times, or approximately ten times more than any other subject. During the 1914 convention over half of the time was consumed in the discussion of this topic so that it will be seen that the Baltimore & Ohio, with its standard of tonnage requirement, is not alone in the seriousness of its loss and damage situation. On the contrary, it can be shown that some railroads having no tonnage requirements, have greater loss and damage accounts per tons per shipment and in ratio to the earnings."

At the afternoon session, which lasted from two until nearly six o'clock, many other points were brought up by Mr. Mr. Leigh and discussed by him and his men, and the freedom of all present in offering suggestions and objections, and in debating pro and con the merit of the numerous plans promulgated for better service, made it quite apparent that all of the captains were taking a renewed interest in their work.

"Before concluding the meeting," said Mr. Leigh, "I want each man to vote on what are the things which are giving us most trouble, the most important subjects for us to concentrate on during the next three months. At the end of that time we will have another meeting similar to this one, and between now and then we will devote special attention and care to four subjects, and see what the results are at the end of that period."

Ballots were then distributed among the police captains and after a number were taken and the suggestions were sifted, it was found that a majority of the men felt that the four following subjects need the most careful and immediate attention:

1. Train crews riding on local merchandise cars.

2. Local cars opened at stations by draymen. Delivery of goods taken without representative of Company present. Merchandise cars left overnight at stations and on sidings without protection of seals or station locks.

3. Local merchandise cars arriving at terminals without seals. Conductors failing to report same to yardmasters. Yardmasters failing to seal same after receiving report.

4. Defective fastenings on car doors; where possible give commodity in car and say where loaded.

It was almost six o'clock when this balloting had been concluded and the meeting was declared adjourned. But it was noted from the conversation of the men, who had supper together in Camden Station restaurant, that much food for thought had been brought up during the meeting; that a new spirit of investigation had been stimulated and that each person who had attended the meeting felt that it marked a new era of cooperation between the departments represented which will result most favorably for the Company's interest.



New Dairy Cars

ADVANCED steps in the interest of public health have been taken by the Baltimore & Ohio Railroad with the placing of four modern and sanitary dairy refrigerator cars in service to handle milk daily between points in Ohio and the Pittsburgh market.

The new cars which were built in the Mount Clare shops, at Baltimore, according to specification approved by the United States Department of Agriculture, will insure the arrival of milk in Pittsburgh at a temperature of forty-five degrees from the creameries at Ravenna, Newton Falls, Chardon, East Claridon, West Farmington, Painesville, Chicago Junction and intermediate points after a run of five hours. All possibility of the growth of bacteria while milk is in transit is removed, health authorities and railroad officials stating that the new cars will retain their uniform temperature for forty-eight hours with but one icing when the thermometer registers ninety degrees.

The interior finish of the cars is of white enamel, affording every precaution against the harboring of germs and in harmony with the general cleanly appearance. In appearance the cars are the same type as postal cars, being sixty feet long and so constructed as to provide practically hermetical sealing, which is essential in the hauling of milk for long distances from dairy regions to central markets.

"Milk Refrigerator" is lettered on their sides in gold leaf. The cars have double floors of yellow pine and are covered with "flexolith," the most improved sanitary floor covering in use. The material permits of a thorough flushing of the cars in cleaning the equipment.

The cars are designed for brine refrigeration and represent the highest development in scientific refrigeration of milk. In each end are ice bunkers, extending from floor to roof, containing six brine tanks in which are carried ice and salt. Two bulkheads five inches thick with refrigerator doors, are built across the cars on each side of the center doorways, thus creating two cold storage compartments with a floor space of 176 feet each and with capacity for thirty ten-gallon cans.

It was the result of prolonged effort by the Department of Agriculture that every safeguard be taken for the protection of milk from deterioration en route which suggested the new cars. The practice of dealers is to pre-cool before loading, so that the new cars will be saved a change in temperature and bacterial growth will be prevented.

The average haul of milk to the Pittsburgh market is 130 miles, from points in northern Ohio, but the possibility of contamination while in the new-design cars has been removed. Experts from the Department of Agriculture are showing keen interest in the new equipment, and it is likely that the specifications will be adopted as the standard in the future construction of dairy cars. Daily records of the temperature are being taken, together with data as to the quantity of ice consumed and other information bearing on changed conditions in dairy product transportation through the advent of the new cars.

Before the cars were put into service, they were opened for public inspection

and were visited by health authorities, physicians, milk dealers and representatives of the press. The cars are in regular service between Chicago Junction and Pittsburgh, at which points icing stations have been established. They are expected to make a round trip before being repacked and will arrive in Pittsburgh from Chicago Junctlon and Painesville on train No. 10, at 10.10 P. M.

Enormous Cost of New Terminal Improvements

WRITING of the problems of the American railroads in providing terminal facilities for handling the growing commerce incident to this country's development, John Findley Wallace, who was the first American Chief Engineer of the Panama Canal, and is an authority on railroad and terminal construction, thinks that the United States of the future must concern itself more over the extension of existing transportation systems—particularly their terminals—than with projecting new lines.

Mr. Wallace is well qualified to express an opinion concerning the needs of American transportation systems, having had wide experience in railroad work and having been engaged in an expert capacity in solving terminal plans of Chicago and other cities where congestion exists.

In analyzing terminal conditions Mr. Wallace comments upon the situations in what are termed the "centers of transshipment" in American commerce. He points out how Chicago changed the course of a river, at a cost of $6,000,000, to unmanacle congestion and how New York plans to build railroad yards between Sixtieth and Seventy-second Streets on some of the most costly property in the world, and tunnel to the Battery. Other city plans, such as Baltimore's "Key Highway" and Philadelphia's electirfication are discussed by the eminent engineer.

As a reason for the belief that terminals of proper size offer the best solution of congestion, Mr. Wallace refers to the statement of president L. F. Loree, of the Delaware and Hudson Railroad, who estimated that railroads are in possession of freight cars cars sixty per cent. and shippers forty per cent. of the time consumed in handling freight. Mr Loree further stated that shifting and interchange consume ten hours of each twenty-four hours that a car is in the hands of the railroads.

Should an unexpected boom in business come, serious terminal congestion at the big shipping centers might mean the creation of a new major center of trans-shipment.

The serious congestion in 1906 is cited by Mr. Wallace as an example of the difficulty experienced by shippers and which was termed by the Interstate Commerce "A virtual paralysis of business." At one time in 1906 there existed a car shortage of 90,000 cars—due largely to terminal congestion—and the situation was relieved only by the business depression which almost like magic transformed the shortage into a surplus of 40,000 cars.

"A group of railroads in reply to an inquiry," writes Mr. Wallace, "have furnished a detailed computation showing that they would spend in terminal development in the next five years if they could obtain the necessary capital an average of $3,312 per mile of track, which for the period would total $1,317,000,000. To borrow this sum at five per cent. would impose an annual interest charge of almost $66,000,000." But Mr. Wallace states that the net corporate income of the railroads of recent years has been at such a figure that the railroads have been unable to compete with manufacturers in raising new capital.

The Point of Contact

SOME railroad men think a mistake was made when the railroads did not change over to the telephone as a means of train dispatching and inter-communication at the expiration of the basic patents on that device fifteen years ago.

The reason they give is more than one of direct economy of operation and is this:

Where the railroads have suffered most from an adverse public opinion is in the rural districts. In the remote stations along their right of way and where the farmer does most of his business with a railroad, they have been compelled to select a man for station agent by reason of his ability as a telegraph operator rather than his general capabilities as a station agent, and which might include a knowledge of freight traffic, but above all, a man with a knowledge of, and an acquaintance with, the people of a community in which a station is located.

A man might be ever so skillful as a telegraph operator and yet not know how to handle people.

Most station agents are strangers to the communities in which their stations are located, —they are sent there as very young men, usually from a city, and the only requirement is that of being a good telegraph operator and having a knowledge of the routine.



M. K. BARNUM
Superintendent of Motive Power

Anybody can use a telephone, and if a local man could be selected as a station agent, one known and with the confidence of the community, he would serve as a more efficient point of contact with the people as a real representative of the railroad and could have done much of the work by easy and natural means which local lawyers and legislative agents tried to do by questionable means.—*Cottrell's Magazine.*

M. K. Barnum

M. K. BARNUM, former general mechanical inspector of the Baltimore and Ohio Railroad, has been appointed superintendent of motive power, with headquarters at Baltimore, effective September 1.

Mr. Barnum was born April 6, 1861, and was graduated from Syracuse University in 1884, with the degree of A. B. Later he received the degree of A. M. He began railroad work in 1884 as a special apprentice in the shops of the New York, Lake Erie & Western, now the Erie, at Susquehanna, Pa. He was then consecutively machinist and mechanical inspector, and later general foreman of the same road in Salamanca, N.Y., general foreman of the Louisville and Nashville shops at New Decatur, Ala., assistant master mechanic of the Atchison, Topeka & Santa Fe at Argentine, Kan.; superintendent of shops at Cheyenne, Wyo.; district foreman at North Platte, Neb.; then division master mechanic at Omaha, Neb., on the Union Pacific, and assistant mechanical superintendent of the Southern Railway.

In February, 1903, Mr. Barnum was made superintendent of motive power of the Chicago, Rock Island and Pacific and in April of the following year was

appointed mechanical expert of the Chicago, Burlington and Quincy; and, in 1907, was appointed general inspector of machinery and equipment for the same road. He left that road in April, 1910, to become general superintendent of Motive Power of the Illinois Central and the Yazoo and Mississippi Valley, remaining in that position until July 1, 1913, when he became general mechanical inspector of the Baltimore and Ohio.

Railway Mail Pay

IN a final report submitted August 31, the Joint Congressional Committee on Railway Mail Pay recommended enactment of a bill which will increase the annual mail compensation of the railroads about $3,000,000 as compared with the compensation carried in the appropriation bill for the present fiscal year. The report recommends a space basis plan worked out by the Committee.

The Joint Committee expresses the opinion that the railroads should receive for mail transportation a rate that will yield them a car-mile revenue approximately the same as received from passenger transportation, because mail service is coincident with passenger service in speed, regularity, frequency and safety, and, therefore, the cost of mail service is approximately the same per car-mile as the cost of passenger service. The rates recommended by the Committee will yield an average of 24.22 cents per 60-foot car mile, while the average return from passenger traffic is slightly over 26 cents per car mile. The proposed rates are as follows:

	Line Charge per Mile.	Terminal Charge per Round Trip
60 ft. R. P. O. or storage car	$0.21	$8.50
30 ft. apartment car	.11	5.50
15 ft. apartment car	.06	4.00
Closed Pouch—		
7 ft.	.03	1.00
3 ft.	.015	.50

The bill provides that after the new plan has been in force two years, either the Postmaster General or railroads representing not less than twenty-five per cent. of the total mail-carrying mileage, may have the justness and reasonableness of the rates tested in an investigation before the Interstate Commerce Commission.

The report says that express and mail services performed by the railroads are so different in many respects, and reliable data regarding the two services are so incomplete, that no satisfactory comparison can be made. The passenger traffic, rather than express, is made the gauge of mail compensation. It is assumed that passenger rates are not too high as they have stood the tests of legislatures, railroad commissions and courts.

Honor for Chief Engineer Stuart

F. L. STUART, chief engineer of the Baltimore & Ohio Railroad, has been named by Mayor John Purroy Mitchell, of New York, as a member of the advisory committee on port development. It is planned by the New York authorities to work out a comprehensive plan of enlarging the shipping facilities of the city, both of water and rail traffic, and in such connection the cooperation of the railroad companies entering that city is sought.

Ralph Peters, president of the Long Island Railroad, and P. J. Flynn, vice-president of the Delaware, Lackawanna & Western Railroad, will serve on the advisory committee with Mr. Stuart.

Important Correction

IN the last sentence of suggestion number two, under the heading "Sanitation Suggestions," page ten, September issue of the Magazine, it was stated that "two hundred thousand persons die every year of consumption, or one person every three

minutes, *all between the ages of eighteen and forty-five.* This should read—"two hundred thousand persons die every year of consumption, or one person every three minutes, *one third of whom die between the ages of eighteen and forty-five.*

American Factors In Sudan Railway Construction

AN important factor in the success of the Sudan railways has been the fact that, though under exclusive British control, the management has pursued the broad policy of buying materials and equipment in the open market. Belgians and Americans have competed successfully with Englishmen in contracts, and how extensively this country has figured may be judged from the fact that one may journey from Halfa to Khartoum in a train drawn by an American locomotive, running over American rails, and making its principal river crossing,—the Atabara,—on a bridge designed by American engineers and built of American steel.—From "The Railroad Conquest of Africa," in the *Review of Reviews.*

Render Unto Caesar?

NOTES from the diary of a general superintendent of one of the large American railroads show to what extent the question of public relations, under the new order of railroad affairs, enter into the official life of the railroad man.

The general superintendent spent 101 days conferring with railroad commissions, committees of organized employes, city and town officials and officers of the courts; he was traveling over the road 155 days and spent 109 days at headquarters transacting business connected with the administration of the railroad.

A New Type of Spotter

IN every efficient and progressive establishment the merit system is applied as a matter of course. That is, men are appointed and promoted solely on the basis of fitness, ability, and successful performance of their functions. It follows that some method of discovering merit has to be adopted. Not all capable and efficient employes, high or low, are in a position to proclaim their merit or to make the situation proclaim it for them.

The Canadian Pacific Railroad, it is reported, has created a new type of "spotter" for the purpose of discovering modest and obscure merit and insuring it reward and recognition. This spotter travels like the ordinary variety of that species, but instead of looking for lapses, failures, errors, he looks for evidences of zeal, industry, loyalty, method, system, progressiveness. The men reported by him are placed in line of promotion.

Many industries and establishments would be benefited by this sort of spotting. It is necessary to punish violation of rules or dishonesty, but it is also necessary to encourage good work, reward particular efficiency, to cooperate with nature in selecting the fit.—*Chicago Record-Herald.*

Early Issues of the Magazine Wanted

We need copies of the issues of April, May, June, July and August, 1913. If any employes can send these in by train mail they will be appreciated.

Help Us Reduce Our Telegraph Congestion and Expense

OUR WIRES are becoming much crowded. In a short time unless telegrams are made as brief as possible, and the code and mailgrams used where they will answer the purpose, the present wires and force will not be able to handle important telegrams in time to be effective. If such words as Philadelphia, Pittsburgh, Connellsville, January, Pennsylvania, Division, etc., were properly abbreviated, it would save considerable time in the handling of telegrams. Those receiving telegrams and reports by wire that could be handled by mailgram should notify the sender to mailgram such telegrams or reports. Those receiving telegrams containing an unnecessary word or words should "ring" such words with lead pencil and return the message to the sender, provided not needed for file or other use.

Holding a telegram frank does not mean that the Railroad Company is not paying for telegrams. Therefore if everyone would word their telegrams the same as if paid for out of their own pockets the Company would be saved considerable expense.

It is thought by many employes that because our operators are paid by the month, it costs nothing to send a telegram; that they are transmitted during the odd times that the man is not otherwise employed. But this is a mistake. Unnecessary telegraphing loads the local wires to such an extent that the distributing relay and semi-relay offices have to keep men on the wires attempting to get communications from the local offices, and delaying the local distribution of car service and other important messages, either from Baltimore or those that originate at division headquarters. The result is that our business all around is slowed up to a considerable extent by this local traffic, and it costs us a good deal of money, and if it is measurably reduced it ought to enable us to handle the business through the general and semi-relay offices with much better results and at a reduced cost.

There are hundreds of messages sent on local wires every day where they have a large number of trains that could have handled them just as well. If the senders of the messages would enclose them in mailgram envelope, Form 410-A, they would be transmitted to the telegraph offices at the point of delivery and would receive practically the same attention in delivery as though they had been received by wire.

Various methods have been adopted, and particularly that of censoring, for the purpose of enlisting cooperation of all persons sending messages, with a view of increasing the use of the mailgram service, but doubtless with the many duties of the various officers, opportunity has not been afforded to follow this as closely as necessary to get the desired results.

After carefully considering the proposition, it was decided to place Mr. J. E. Spurrier in charge of this work. He will go over the matter with the various persons sending telegrams with a view of enlisting their cooperation and working out some scheme whereby the requirements of the service may be fully met and the telegraph line relieved of all telegrams practicable.

Your earnest support and cooperation in this movement is further solicited.

GENERAL MANAGER

The Need of Cooperation in Safety First

By E. R. Scoville

Acting Chairman of General Safety Committee

IN the days when steam railroads were a novelty, people regarded the use of them as a great adventure. The danger that attended riding on a train or of being employed upon a railroad was considered very great. It is the fascination for adventure that causes the youth to perform some dangerous act, when accepting a dare from his companion. It is in part the fascination for adventure that leads to the death and injury of so many of the men employed on the railroads of this country. To these may be added the negligent, careless, and thoughtless persons, who contribute so largely to the number of green mounds in our cemeteries and occupied cots in our hospitals. The increasing number of employes unnecessarily killed and injured and how the number might best be reduced led to the safety movement on railroads.

In the eariler days of railroading there were very few rules for the operation of trains and as a result there were accidents. Each accident taught an invaluable lesson and rules intended to prevent a similar occurrence were promulgated.

Increasing traffic and growing competition demanding increased speed was accompanied by an increase in accidents, making it necessary to revise and amend the rules to provide further safety for life and property. These rules with slight modification and simplified wording to prevent misinterpretation have proved adequate. Notwithstanding this fact, accidents continued to occur, not from the lack of proper rules, but from failure to observe them either through lapse of memory or from disregard. This made necessary the adoption of safety devices by some form of signalling. Loss of life and limb on railroads also made necessary the application of safety devices on locomotives, cars and machines of every description. In surrounding train movement and machine operation with these safety rules and devices, the act of riding upon or working about a train is no longer considered an adventure, but an occupation which may be followed in safety. Many of the chance takers have been driven to other dangerous pastimes, such as speeding automobiles and flying machines.

While the safety devices have no doubt prevented many accidents, statistics indicate that on the Baltimore & Ohio railroad, approximately ninety-three men out of each 100 killed or injured, would not have been saved by the application of any of these devices, indicating clearly that we still have some "chance takers" and lovers of adventure in the ranks.

The very serious problem of how the lives and limbs might be conserved confronted the management of the Baltimore & Ohio Railroad. It was this problem which caused the conception of a Safety campaign among employes by the appointment of General and Divisional Safety Committees. Thus a life saving crusade was launched.

In the beginning the work was very largely devoted to the elimination of dangerous conditions, placing safety guards on machines and compiling statistics to determine the causes of accidents preparatory to the making of Safety rules. These rules were made a part

of the present book of operating rules, and like the operating rules, were adopted for the sole purpose of preventing accidents similar in character to those which had already occurred in which lives and limbs were sacrificed. The Safety rules prohibit dangerous practices on the part of employes, practices indulged in as a desire for adventure.

In view of the very large number of employes killed and injured on account of unsafe conditions, the members of the General Safety Committee are visiting each point of importance, admonishing employes to form Safety habits. We feel that we have safe machinery and *what we now need is safe men.*

The management is supporting the Safety movement in every possible way, it being their openly announced intention that Safety shall be placed above everything else. But do you, when you disregard Safety rules, place it where it belongs? The ultimate success of the Safety First principles depends so largely upon the cooperation of employes. All possible organized effort cannot prevent injury to the person who thoughtlessly exposes himself to danger by taking chances, frequently violating Safety rules to do so. Therefore, to make positive the success desired for the Saftey First principles, the whole-hearted cooperation of each employe is essential.

While there has been a decided decrease in the number of deaths and injuries, the results obtained have not been as successful as we wish, because of the lack of cooperation on the part of those most vitally concerned. It is not thought that this lack of cooperation is due to a feeling of antagonism, but rather to a failure to appreciate what an enormous loss of life and limb is being sustained in this country through accident, and how easily this loss can be reduced by concerted action on the part of us employes.

For their own welfare employes ought to train their minds to thoughts of caution so that safe rather than unsafe practices would become involuntary acts. Human lives are too valuable to be squandered by the unpardonable process of taking needless chances.

We have all witnessed the suffering and sorrow caused by the thoughtlessness or chance taking of fellow workmen and the anguish of the mother, wife, sister or daughter as the lifeless or crippled form of their loved one was laid before them.

Have you mothers, wives, sisters or daughters realized the influence you might exert by repeating warnings to fathers, husbands or sons to obey the Safety rules, indulge in safe practices, discourage unsafe methods and adventures? Have you realized the handidap placed upon one who looses a hand adjusting a knuckle in the coupler while cars are in motion, or a foot in kicking a coupler when cars are about to come together, or a limb by a misstep in jumping on the footboard of an engine as it approaches him? Such acts are violations of the Safety rules.

To those of you who have access to a Book of Rules, I would suggest that you read the Safety rules carefully,—they are numbered from 900 to 908 inclusive. Ask your loved ones if they indulge in any of the practices these rules are intended to prohibit. If they do, your influence may be the means of preventing this handicap being placed upon them, restricting their future earning power in which you are so vitally interested. Urge upon them the utmost care in the conduct of their work so that they may fully realize that others are interested in having them retain all of those noble instruments the Maker gave them at birth—eyes, arms and legs—the natural tools which are beyond the genius of man to duplicate.

It is to be regretted that so many employes do not first see that they are protected before exposing any part of the body to danger, subjecting themselves to death or injury. Do not go under or between cars or engines or in other unsafe places until you know that you are properly protected. If you do not believe in Safety or Safety rules, talk to the poor fellow who has lost an arm, an eye or a foot through an accident that might have been avoided.

"Do unto others as we would that they should do unto us," is a Safety rule which

has not and probably never will be improved upon. Avoid carelessness, keep on the alert for danger to yourself and fellow workmen. One man's effort toward safety may seem small, but concerted action can accomplish great good. This after all is merely another way of expressing cooperation.



E. R. SCOVILLE
Acting Chairman General Safety Committee

Safety devices provided on equipment and machinery are of little value unless maintained and used as intended. Do not remove Safety devices provided to protect you, and do not permit others to do so. Every employe owes it to his family, his fellow worker and himself to avoid danger. It is the chance taker, and the desire for adventure that makes widows and orphans.

Every man interested and helping means "team work" that will do more than anything else to prevent accident. Some fellows seem to have been born to get in the way. Tell them the first time, and the second time "talk to them." The careless man sooner or later brings woe to himself and often to an innocent man working nearby.

Between the rails of a railroad there are ordinarily four feet eight and one-half inches, the other unsafe space does not exceed three feet. There is, therefore, plenty of space outside. Keep off the tracks or when necessary to cross them, first stop, look and listen.

Accidents happen at unexpected times. We have seen many demonstrations of this fact. As most men are careful after an accident, why not be careful now? It takes less time to prevent an accident than it does to report one. It only takes a moment to make a lifetime of suffering.

Don't talk. When you are working with one or more persons, do not engage in conversation or observe other matters that may be interesting but that do not pertain to your work. Do not depend upon others for your safety but look-out for yourself. Vigilance is better than negligence.

When you see an obstruction or anything lying in the path used by employes, which may cause an injury, remove it to a place of safety or call it to the attention of someone in authority, so that it may be removed, preventing injury to persons who do not know of the danger. Report promptly any condition of a dangerous nature. If possible suggest a means of correcting it. Suggestions are invited.

Safety First is for your benefit as well as for the benefit of those dependent upon you. The amount of sorrow and suffering that can be prevented when the Safety habit is thoroughly understood and practiced is no doubt beyond the comprehension of those who have not given the subject careful thought and its success depends upon the co-operation of employes in the observance of rules, and obedience of instructions. Care in the conduct of your work will

crown the Safety movement with success and prevent accidents causing suffering to the injured and sorrow to those dependent upon them.

If each employe will pause in his work long enough to devise a safe method of performing it, rather than do it in the unsafe adventuresome way, many deaths through unsafe methods will be averted and the Safety movement will prove a wonderful blessing.

Decide now to stop the pitiful procession which is endlessly wending its way toward the graveyard and hospital. It can be halted by you and you only. The remedy is to be found in Safety First.

FREIGHT OPERATING PERFORMANCE

Division	Standing Based on Results Previously Obtained	
	August, 1914	July and August, 1914
Chicago	1	1
Toledo	2	2
Philadelphia	3	5
Ohio River	4	3
Newark	5	9
Connellsville	6	8
Cumberland (East End)	7	6
Indiana	8	7
Baltimore	9	10
Cumberland (West End)	10	4
Pittsburgh	11	13
Illinois	12	11
New Castle	13	12
Wheeling	14	14
Monongah	15	15
Cleveland	16	17
Indianapolis	17	18
Ohio	18	16
Shenandoah	19	19
Delphos	20	20

Magazines Returned Without Identification Marks

ON OCTOBER 7th a package containing 150 copies of the August issue, which had apparently never been opened, came to the Magazine office by train mail. No mark was on the package to identify sender.

As previously stated the demand for the Magazine is greater than the supply, and these 150 unused copies of the August issue could have been distributed at a dozen places on the System where the present allotment is not sufficient to take care of all the men.

In fairness to themselves, the Company and their fellow employes, all persons having charge of the distribution who find that they receive more Magazines than they need, should immediately notify the editor to this effect. No Magazines should be returned without the name of the sender.

Every employe is urged to cooperate to the end that each Magazine published each month may find its way to a reader.



EXHAUSTS

Complimentary

Gebhard von Blucher, the famous Prussian general field marshal, had as surgeon major of his army a man who was very homely, but extremely proud and vain.

One day, says Novellen-Schatz, Blucher entered the surgeon's tent, and found him standing before a looking glass, arranging his toilet and admiring himself generally.

"Doctor," said Blucher, laughing, "I suppose that you are the luckiest man in the world?"

"How's that, sir, may I ask?"

"Why, here you are quite in love with yourself, and you haven't a single rival?" —*Youth's Companion.*

✣

Hopeless

To a boy entering a telegraph office where there was a crew awaiting passenger train, one of the crew said:

"What's your dad going to make out of you?"

"Dad says," replied the boy, "that I'm no good for anything. He expects he will have to make me a telegraph operator."

"That reminds me," said the engineer. "I said to Bill H. the other day, 'you're the most trifling, no account brakeman I ever saw. You're a freak. Why don't you go to Barnum and Bailey's and ask for a job?' And Bill answered:

" 'They would not have me.'

" 'Why?'

" 'They would send me back and tell the railroad to give me a job as an engineer.' "—*C. O. Warfel.*

✣

Made a Mistake

He (after following the girl from a dark path onto a summer hotel piazza)—"This is a bad evening to be all alone; wouldn't you like some company?"

She (tartly)—"No, you bum! You're not my kind."

He—"Perhaps you're right; I didn't see your face in the light before."—*Widow.*

✣

Hard on "Prexy"

The president of the university had dark circles under his eyes. His cheek was pallid; his lips were trembling; he wore a hunted expression.

"You look ill," said his wife. "What is wrong, dear?"

"Nothing much," he replied. "But —I—I had a fearful dream last night, and I feel this morning as if I—as if I—" It was evident that his nervous system was shattered.

"What was the dream?" asked his wife.

"I—I—dreamed the trustees required that—that I should—that I should pass the freshman examination for—admission!" sighed the president—*Youth's Companion.*

The Town Booster



Salesman—"Can you direct me to the best hotel in this town?"

Citizen—"Yes, but I dislike to, very much."

Salesman—"Why?"

Citizen—"Because, after you've seen it, you'll think I'm a liar."—*Thomas N. Miranda.*

✣

No Bother at All

Gentleman in the theater, who has wormed himself out from the middle of the row—"Lady, I am sorry to disturb you so often."

Lady—"That's all right, sir; my husband owns the saloon next door."—*Columbia Jester.*

✣

Convincing

"How do you know," cried the lecturer, "that life is real—that the things we seem to see and feel are a part of animate corporeal existence and that the external and internal phenomena are really related and not mere phantasmagoria?"

A man with a tired nose came to his feet.

"You looked right at me," he said, "so I suppose I gotta answer. There's a hornet's nest in the chickweed patch behind my barn, and if you come over and kick it just once you'll never ask that foolish question again."—*Exchange.*

✣

Two of a Kind

Smith was conversing with a friend at a ball when two charming girls crossed the room, says the Pittsburgh *Chronicle.*

"Those superb Jones twins!" admiringly remarked a friend. "I understand, old man, that you are engaged to one of them."

"Yes," admitted Smith, "we have been engaged about two months."

"Fine!" complimented the friend. "But they are so wonderfully alike. How do you tell them apart?"

"I don't try to, old fellow," was the prompt rejoinder.

✣

Self Appraised

The crops were heavy and the field-hands were few. Silas Warren, who owned one of the largest farms in the country, tried to induce even Ned Blodgett, the laziest man in the village, to help with the harvest.

"Wal, Si," said Ned, laying down his whittling, "how much will ye pay me to work for ye?" "I pay every man what he's worth," answered Silas Warren. Ned scratched his head meditatively. Then he picked up his whittling. "No, Si," he drawled, "I can't work that cheap."—*Christian Advocate.*

✣

He—"That Simpson's baby cried all during the ceremony at Marjorie's wedding. It was so annoying."

She—"It was dreadful. When I am married, I am going to have engraved in the lower left hand corner of the invitations, 'No babies expected.'"—*Thomas N. Miranda.*

✣

He (hopefully)—"One of these days I will be made president of our company at a salary of twenty-five thousand dollars per year. Then I am going to get married."

She—"Fine! The next day after you are elected, come around and I'll talk to you."—*Thomas N. Miranda.*



Eclipsed?

Uncle Joe—"Yes, Tom, it is quite possible that there are people in the moon."

Tom—"Well, what becomes of them when there isn't any moon?"—*Brooklyn Life.*

✣

What the Injured Person Said

Sir—The Baltimore & Ohio has a printed accident report form, on which foremen are required to report mishaps which befall their men. One of the questions is: "What does the injured person say?"

Some of the road's carpenters were working on a bridge over the Chicago River, and one of them fell off. On the report in the office was the following:

"What does the injured person say?"

"He says it was a damn good thing he could swim."—*R. G. C. in the Chicago Tribune.*

✣

How It Started

Ninnycus—Wonder who originated that saying, "Busy as a hen with one chicken?"

Cynicus—Somebody, probably, who had observed the activity of a hen with one chicken just ready for the matrimonial market.—*Judge.*

✣

Exceptional

Mr. Bore—I don't see why people keep diaries, do you?



Miss Lenore—Why, to write down their thoughts, keep a record of their affairs and—

Mr. Bore (interrupting her)—But that's all foolishness. I can keep those in my head.

Miss Lenore—That's a very good way; but, then, not everybody has the room!—*Judge.*

Born Diplomat

"Harry, I am beginning to believe the baby looks like you."

"Are you, dear?"

"Yes, I notice it more and more every day. I'm so glad."



"Do you really want him to look like me?"

"Of course I do. I've been sorry ever since we had him christened that we didn't give him your name."

"Sweetheart, you don't know how happy you make me by saying that."

"And, Harry, dear—I found the loveliest hat today. I don't believe I ever saw anything that was so becoming to me. It's $35. Do you think I ought to pay that much for a hat?"—*Chicago Record-Herald.*

✣

Unlearning It

"It takes a baby mos' two years to learn to talk," said Uncle Eben, "an' den it takes de res' of its lifetime to learn to keep f'um talkin' too much."—*Washington Star.*

✣

Beginning Early

"Father," inquired the little brain-twister of the family, "when will our little baby brother be able to talk?"

"Oh, when he's about three, Ethel. He's only a baby yet, Ethel. Babies can't talk."

"Oh, yes, they can, father," insisted Ethel, "for Job could talk when he was a baby."

"Job! What do you mean?"

"Yes," said Ethel. "Nurse was telling us today that it says in the Bible 'Job cursed the day he was born.' "—*Stray Stories.*

✣

The Brigand

Pullman Porter—Boss, yo' sho' am dusty.

Passenger (resignedly)—Well, you may brush off about a nickel's worth.—*Judge.*



European Wars and American Farmers

By J. H. Stewart
Agricultural Agent

THE following letter was published in the September 17th, 1914, number of the *Manufacturers Record*, the great publication devoted to industrial development, particularly in the Eastern and Southern States:

"Twenty years ago the farms of Kansas were practically all under mortgage, they were being operated at a loss and the State was spoken of derisively as the land of grasshoppers, drouths and typhoons. William Allen White, then editor of a paper in that State, about that time wrote an editorial headed "What's the Matter With Kansas?" and the influence of that editorial probably more than anything else aroused the people of that State to its agricultural possibilities so much that in less than a quarter of a century the State has become enormously rich and is among the foremost leaders in the production of wealth and food products from their soils. This year Kansas produced one-sixth of all the wheat of the United States.

"Already the food products to our people have been advanced very considerably as a result of the anticipated increased demands in the great world's war zone. All the indications seem to be that this war will be much prolonged and even more disastrous than many now think. In any event, taking the most hopeful view of it, the harvesting and maturing of food crops in that region has already been enormously neglected and damaged and for the coming year we may rest assured that the production of foods will be greatly diminished, and, so far as we know, this may be true of the succeeding year. Therefore, it devolves upon that part of the world which is not directly involved in these wars to make strenuous efforts to supply this greatly increased demand. But recently we have read over and over of the exportation of gold from this country in great quantities, which has called for extraordinary legislation and intervention by our Government to maintain the stability of finances in the United States. It seems to me that here is an opportunity to impress upon the landowners and farmers of the United States the duty which will fall upon them to supply foods for the markets of the world and to direct their attention to the great opportunity which they have, first, to supply these markets and to secure the great reward, and second, to demonstrate to ourselves our ability to produce more food than we have ever done.

"It goes without saying that an increase of ten or fifteen per cent. of every sort of food which we produce can be made without going beyond what is reasonable and practicable. The aggregate of this increase would amount to almost or quite $1,000,000,000, and,

should still higher prices prevail even more than that. If this is done it will greatly increase the balance of trade for the United States, bringing back to this country many millions of gold, the beneficial influence of which can hardly be foretold. In addition to this, if our people are incited to greater production it will have a strong tendency to hold down exaggerated prices to our own people for their food necessities, which will in no way work an injury to the farmer, since the speculative increases usually do not reach him.

"Taking the States traversed by the Baltimore & Ohio Railroad System, we find that they produce one-third of all the corn in the Union; one-third of the oats; one-seventh of the wheat; one-half of the buckwheat, one-quarter of the hay; about one-third of the meats and about eighty per cent. of the apples for the whole country. If this matter is pressed upon the attention of all the forces and organizations and upon the press, much can be done in the way of preparing to meet the great demand for foods throughout the world which I have mentioned. There is yet time to sow a large increase of wheat and winter oat acreage. Additional corn land can be sown in wheat in the corn belt to bring about a fifteen per cent. increase without materially interfering with other crops, and if fall plowing and winter plowing are set about actively and abundant good seed corn and seed potatoes are laid by for the coming spring, it will be easy for the states traversed by the Baltimore & Ohio System to increase the actual wealth of the country at least one-third of a billion dollars in the way suggested.

"We learn from the papers that it has already been proposed by the Canadian Government that 1,000,000 acres more of the food grains be sown this year, and from this press it appears that active steps are being taken in cooperation between the Government and its people to bring about this great result, but even if this is done, the increased production will be a bagatelle to the increased demand. And what is true of the soil crops is true of the fisheries of our country, which will find an unusual demand for all their products. There should be an enormous increase of canned products, sweet potatoes, beans, corn, tomatoes and fruits, for which there will be a great demand."



J. H. STEWART, AGRICULTURAL AGENT

The foregoing letter is quoted here in the hope that it will bring general attention to the subject among employes of the Baltimore & Ohio System and other readers of the Employes Magazine.

At first it is hard for one to realize the great problem to supply ample food during the next twelve months. Practically the whole of Europe is now engaged in a war involving the active service of 20,000,000 men, who are destroying

property and killing each other, while we have never had employed in all the agricultural pursuits of the United States, many more than one-half of that number of men. We may depend upon it that there will be widespread food famines in vast areas of Europe, and that there will be an unprecedented demand upon those countries not involved in the war to supply the deficiency. Everybody will look to the United States more than to any other country to meet the demand. Necessarily, this will produce a scarcity of food and enormously increase the prices.

Great Britain produced more than half as many Irish potatoes as the United States did last year; France produced as many as we did and Austria-Hungary nearly twice as many; Greater Russia almost three times as many, while the German Empire alone produced 1,597,000,000 bushels, or nearly four times as many as the total of the whole United States. The total production of the world in round numbers was 5,000,000,000 bushels last year, while that of the countries now engaged in the European wars was in round numbers 4,000,000,000 bushels.

In other words four-fifths of the world's potato growers have quit the business and gone to war. We can easily see in what condition the world's supply of this important food will be next year if a large part of the crop this year has not been harvested and almost no crop is planted next year. If there are not sufficient potatoes then other foods must be resorted to to make up the daily ration. But we find upon investigation that with the exception of corn and fruits, all of the important food products are grown in these countries in a similar proportion to that of potatoes. If a citizen of our country must compete with the world for what he eats next year it is not hard to imagine the prices and the difficulty to obtain a supply. Already this and other countries have instituted investigations and taken steps to hold down the exhorbitant prices which are being asked for food products.

Can we not forestall this difficulty to a large extent and prepare ourselves to meet this exigency? Now, while fruits, vegetables and other food products are abundant at moderate prices, is it not wise for every employe of the System to lay up an abundant store against the day to come? Most excellent fruits and vegetables can be saved over for use in the coming months now, if they are canned and preserved in good shape, and this every homekeeper along the lines can do.

Another way to render ourselves independent is for each one of us to make arrangements now, if he has not already done so, for a plot of land or a garden in which to grow all the current demands for household supplies next year. It will be a good thing to do anyhow, and if it is undertaken and practiced generally by us all, it may inculcate the habit and thus serve in future years as a substantial means for increasing our yearly income. It would not be wise for those of us who do not have gardens to wait until next spring to get the land. We should look the matter up now and if the land needs draining or liming or heavy manuring coupled with fall or winter plowing, it should all be attended to this fall, so as to be good and ready when the spring planting comes.

We should not fear that our gardens will be too large, for there is abundant idle land in reach of us all and if we should produce a little more than we need for ourselves there will be no difficulty in finding a profitable market for the excess.

There are still other ways by which the home supplies may be supplemented and the comfort and income of the family enhanced. Any homekeeper, with possibly rare exceptions, can arrange for a little poultry, particularly chickens and ducks. The former will give a supply of nice fresh eggs with an occasional fine roast or a dinner of good fried chicken, while nice fat ducklings are always delicious. It takes very little ground to accommodate sufficient poultry to supply the wants of any family, and very little capital is involved in the enterprise and it will only take a few days to start the business.

We see by the press that in France practically all of the milch cows have been

taken away from the owners in one way or another and turned over for the use of the army. This suggests that many of the employes of the System have never considered owning a good cow. While forage and grain are at a moderate price this fall, why not lay in a good supply of feed and get a good cow? This will contribute wonderfully to the wealth and health of the family and the cow will be worth more money next fall than she will cost now.

Would it not be well for us to have an exchange of ideas on this subject through the medium of the Employes Magazine? Why not ask each other questions about these things, and see if we cannot work out a systematic practice which will redound to the benefit of us all. In the face of the possibilities of the near future should not every citizen, whether an employe or not, feel that it is his duty to contribute something towards the world's supply of food next year? Aside from the mere profit of doing the things suggested here there will be a sense of satisfaction and independence in the consciousness of having a base of supplies at home which will be wonderfully helpful to each of us. Probably the people of the United States will soon be thoroughly aroused to the agricultural and industrial outlook and to the tremendous demands which will devolve upon them as producers. And they will be more benefitted in the development of their own abilities and individual resources than they will be in securing the great aggregate wealth growing out of it all.

It may be that some who read this will conclude that the writer is working overtime on this subject and that there is much less in it than he appears to believe, but let us not forget that last year out of the corn crop, which is by far the most valuable crop produced on the farms of the United States, we exported only two per cent. (2%) and at the same time imported more than as much as two per cent. (2%) from the Argentine Republic and other countries. While to some extent in times of peace we have been importers of dairy products, eggs, cabbages, potatoes and wheat products, what will it be when producers of the large per cent. of the world's food supplies have left their farms and gone to war?

Let us all study this question now and find out where our individual responsibility lies in the premises.

Agricultural Bulletins

The United States Department of Agriculture at Washington is continuously publishing and distributing bulletins bearing upon various agricultural subjects. It has on hand now a number of bulletins which are for free distribution. Any one can obtain these bulletins free of charge by writing to the Secretary of Agriculture at Washington or to the Bureau of Publications, United States Department of Agriculture, and can also obtain by the mere asking a list of all bulletins issued by the Department which are available for free distribution.

To An Unrecognized Contributor

September 10th, 1914.

TO THE EDITOR,
Baltimore & Ohio Employes Magazine,
Baltimore, Md.

Dear Sir:

You are strong on courtesy—in the abstract. Your publication—*Our Magazine*—has on several occasions very pointedly argued the case of courteous manners, holding this attribute up as a virtue of an exalted order.

It is also of sufficiently uncommon an order to make pleading its cause not amiss at any time.

But, as with charity, its application should begin at home. Championing a cause publicly, yet neglecting it privately—preaching, yet not practicing—is a violation of principle (which is even more serious than the mere lack of polish).

Customary courtesy requires that even unsolicited contributions to a publication should be acknowledged, whether accepted or rejected.

Mostly all publishers have printed forms to serve this purpose.

Verbum Sap.

UNRECOGNIZED CONTRIBUTOR.

Perhaps this is the exception which proves the rule, for of the hundreds of contributions which we have received, it is the first, so far as we know, which has not been courteously acknowledged. Or can it be that by force of habit, our friend forgot, in submitting his first contribution, as he did in his second, that courtesy demands that the writer sign his name, particularly if he wants recognition.

As an unpleasant accusation hurts only when it is true, we are glad that our "unrecognized contributor" has helped us with his trenchant pen in emphasizing the statement made on the table of contents page of each issue that "contributions are welcomed from all employes." True, we have no printed forms of acknowledgment—we have been on the receiving end of them so often that they seem to us to contain much less of real appreciation than a personal letter—and this we invariably send to each contributor. Experience would suggest to most people a number of ways in which not only an acknowledgment but also a contribution might go astray.

However, the little sermon on "Courtesy," in addition to making us more careful, is well worth while in itself. If the first contribution from the gifted author has the same stimulating qualities and he will send us a copy of it or tell us how we can find the original, we shall be glad not only to acknowledge, but also to give it public recognition in what he so properly calls *Our Magazine.*—EDITOR BALTIMORE AND OHIO EMPLOYES MAGAZINE.



HOME DEPARTMENT

Edited by Edith Henderson

Safety First

By Mrs. H. J. Slifer, in the "Railway Record"

IT is self-evident that men and women of affairs, in this twentieth century, are giving their attention and approval to the things that tend towards the safe-guarding of the home, the church, the body politic, the industrial plant, the corporate bodies, including railway organizations; and are putting strong emphasis on the precedence of safety over many other considerations.

This doctrine of safety is certainly one of the strongest in the great gospel of conservation—that word, which we used to think belonged only to forest reserves and waterways; but which we now apply to everything we have and hold; using, not wasting, that which is good, not only for our own benefit, but for our contemporaries, and those who come after us.

Statistics show that thousands of men women and children are sacrificed year after year, because someone blundered, or did not know, or did not care; and we are finding out the necessity of teaching rules of prevention, of demonstrating methods of safety, and of making these so plain that "he who runs may read."

Leaving to others the summing up of the opinions of the great traveling public, who appreciate this broadcast movement, "Safety First," we want to call attention to the other side of the problem—that which concerns the railroad men themselves, and because of husbands, fathers, sons and brothers who are "on the job," most surely concerns the women. There are, in the United States, about two hundred and fifty thousand miles of railroad, and over a million and a half of employes, including every department; about fifty per cent. of this number, from the nature of their employment, engine and trainmen, shopmen, trackmen, and some others, live in towns from seven or eight hundred to as many thousand in population. These places are either freight or passenger terminals, and are from one or two hundred miles apart—scattered over the whole country, from Maine to California, from Minnesota to Texas.

Go with me to one of these railroad towns—three-fourths of the population are employes, and their families; most of the remaining fourth, from storekeeper to barber, from teacher to funeral

director, depend absolutely on the "pay envelopes" of the others. Did you ever dream of the minor chord, almost tragical in its sadness, that runs through the lives of the women here, how unconsciously they illustrate those lines of Charles Kingsley, as he wrote of the "fisher-folk."

"For men must work
And women must weep—"

In the silent hours of the night the telephone rings, and the superintendent's wife wakes with a start—she learns that the "Fast Mail" has been derailed, or that Number Two has gone over an embankment. Involuntarily she asks, "Anybody killed"? and a "Thank God," if her husband says, "No." Another time the answer may be "Yes," and Johnny Regan, who left his home, his wife and sleeping children hardly an hour ago, can never tell how he was straining every nerve to get to the "Junction" on time, as marked up on the new schedule; a victim, in this case, to the giant we call "SPEED"—the curse of the generation, as well as one of its blessings.

And Johnny Regan is but one of many, for every man on the payroll, from the helper in the roundhouse to the man in the cab of the engine; from the call-boy to the general manager; from the laborer on the track to the chief engineer, has "women-folks," whose thoughts follow those "who go forth in the morning," praying that "they may come back at night."

In a group of children on their way to school there will be some little girl whose father was "killed in a wreck"—the words sound commonplace, they are repeated so often. A lad you see across the street has two big brothers in the little cemetery over the hill—freight brakemen they were, steady, and hard workers—"somebody's negligence"—and the mother of these has forgotten how to smile. Another will tell you of her mother, who has never been the same since Dad was killed. That mother's life remained a blank, until death came to her in the asylum—her children dependent on strangers, until they, too, can go to work.

Where is the remedy, and how is it to be applied? In a list of causes of accidents for one year, the greatest number were under the headings—Negligence, Recklessness, Disobedience of Orders, and Incompetence. Do you not believe the women will find the key to the problem? Our men, and especially our growing boys, must be taught, must be trained to stop—look—and listen—must be made obedient in the home and in school, so that it becomes second nature, must "be good" in order to "make good."

Prevention is so much cheaper, and so much more satisfactory, and when we know that during the year 1912 one trainman out of every one hundred and ninety-two was killed, and fifty-one thousand two hundred and fifteen employes on duty were injured, and that twenty-eight millions of dollars were paid in claims for damages to the public, can we not see the pressing need of the "Saftey First" signal all along the line? May the million or more railroad women of the country see their duty in this matter; and though the results may not be exploited with shouts of victory and a parading band, there will be heard from ocean to ocean, and from the Great Lakes to the Gulf, a song of hopefulness, which will make for happiness.

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Pot Your Plants

LATE September and early October days should be taken advantage of for potting your plants for the winter. Choose a time when the ground is fairly wet so that the soil will cling to the roots of the plants. Have pots ready with drainage provided for in each. Lift each plant and pot it at once, being careful not to break roots or shake off soil.

Heliotropes require rich soil and good drainage and should be cut back to six inches, planted firmly in good sized pots and set in the dark for a week. Each plant should be well soaked at first, but after that scarcely any water is required until the first leaves appear. In a few weeks plants should be flourishing.

Geraniums that have been starved through the year should be repotted in light rich soil with good drainage.

Begonias require sandy soil and fine, well rotted fertilizer. Good drainage is also necessary.

Plants should be brought into the house early before frost comes so that they may have time to adapt themselves to inside conditions.

This is also the time to fertilize the rose beds. A spray of one-half ounce of sulphide of potash dissolved in two gallons of water should be used in case of mildew.

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Mammy Mirandy's Prize Cake

"Christmas is coming" and so is Thanksgiving. Both of these days mean much in the matter of feasting, and the wise woman takes a firm grip on old "Father Time's" forelock so that the holiday season does not find her unprepared. A very important feature of these two festivals is *the* cake.

The following recipe by a real southern "mammy" was printed in the Christmas, 1913, issue of the Employes Magazine. At that time it was tried out by several of our readers and sampled by them and their friends with such satisfaction that it was decided to repeat the formula, thus giving all our readers another chance to try this really excellent Christmas cake.

Five cups flour, one pound good butter, three cups brown sugar, three eggs; mix thoroughly. Add (stirring constantly) two cups buttermilk, two teaspoons baking soda. Add one-half teaspoon cloves, pinch nutmeg, two teaspoons cinnamon, one-pound box cleaned raisins, one-pound box cleaned currants, one-half pound dates, one-half pound figs, one-half pound prunes, one-half pound citron, one-half pound candied cherries, one-half pound sweet almonds, one-half pound Brazil nuts (pecans or other nuts if preferred).

Mix thoroughly and add (stirring constantly) one-half pint liqueur (French or Italian) or brandy. Be sure to mix thoroughly. Line tin with wax paper and grease well with butter to prevent sticking. Bake slowly for three and one-half to four hours.

This makes two cakes each large enough to fill a five-pound circular candy box. To make one cake take half the proportions given in above recipe.



Lyric Poetry—Its Attributes and Votaries

By Louis M. Grice

Chief Clerk, Auditor Passenger Receipts

IN the last issue of the Magazine we treated of the epic poem, with all its pomp and majesty of sound, immortalizing through its stately measures the heroic deeds of mortals and the achievements of the gods: we briefly reviewed the progress of the epic from the narration of the mighty combats of the Homeric heroes down to the Napoleonic era, which culminated in Waterloo.

We have seen that an epic poem is one which narrates a story, real or fictitious, picturing in an exalted style some great action, or series of actions and events, generally representing the achievements

of a distinguished hero, the end being to inspire a love of virtue, bravery and illustrious deeds, and although we have epic poems in miniature, yet the great epics are of considerable length, as indicated by Homer's "Iliad," Virgil's "Aeneid," Milton's "Paradise Lost," Byron's "Childe Harold," etc.

One of our great lyric poets, Edgar Allan Poe, objected to the long poem as being a contradiction in terms, on the ground that its length precluded the possibility of sustained inspiration and continuous intensity of poetical thought and expression throughout the entire narrative, and there is some force in this objection, as there must appear in a long poem of the epic style passages which lack the vivid splendor that marks the more impassioned lines when the poet's imagination and expressive powers attain their loftiest heights; yet, while it is true that seemingly dull lines will at times appear in such a work, they are usually dull by contrast only, and they serve as the shadow to the light, as the diminuendo to the crescendo, as the interlude to the full-throated burst of song, and after all, these minor passages form a necessary part of the integral product, unifying with the higher flights into "a thing of beauty and joy forever."

The three principal divisions or groups of poetry are the epic, the lyric and the dramatic, and these are subdivided into a great variety of forms, each of which is worthy of particular study: in considering the actual composition, however, the distinction between the divisions is not always clear, as poems classified under one division frequently contain elements belonging to the other divisions; and in such cases the preponderating element must govern the classification.

In contradistinction, however, to the epic form of poetry, we will give a brief study of lyric poetry, which is essentially a form of verse adaptable for singing, lyric meaning belonging to a lyre, or adapted to singing to a lyre accompaniment, the lyre being the ancient harp-like stringed instrument which was used by the Greek and Roman musicians: this term is now quite elastic in its application, as it includes the song in all its varieties, embracing the hymn, the ode, the anthem, the sonnet, the ballad, etc.

Lyric poetry is ordinarily directly expressive of the individual emotions of the poet, although this is not an essential characteristic, and while the lyric is invoked with telling effect to depict the deep and serious feelings, yet it is also the happiest medium for the delineation of light and fanciful thoughts and sentiments; moreover, it is sometimes utilized to picture homely thoughts, sentiments and incidents. Poems of the lyric style are frequently centered on a single idea or event; they are usually short and are often in such form that they may be likened to a finely executed mosaic, no word being unnecessary and each one being adroitly set in its given place to form the wonderful beauty of the matchless whole: the lyric muse has, however, an inexhaustible range of subjects, and is effectively used to express admiration for the varying beauties of nature, to personify and extol an attribute, to portray a mood, to paint an ideal, to eulogize a loved one, or to tell a tale in ballad form under such titles as "The Brook," "To a Rose," "To a Sky Lark," "Virtue," "Contentment," "Hope," "Lillian," "Annabelle Lee," "Young Lochinvar," and so on, *ad infinitum.*

Lyric poetry is more ancient than David, King of Israel, some of whose psalms offer examples of unrhymed lyric poetry of the highest type, and, as indicated in the foregoing, the Greek and Roman poets, among whom were Anacreon, Sappho and Horace, composed and actually sang poems to the lyre accompaniment, thereby originating the term; and the English poets have joined in this musical outburst, thus giving to the world immortal songs through the genius of Burns, Wordsworth, Scott, Moore, Shelley, Keats and others. This form of verse found rich expression during the Elizabethan period and the lilting lyric strains come flowing down the years unto our own day in undiminished volume and musical beauty; for what gems we possess in the lyrics of Browning, Tennyson, Longfellow, Bryant, Poe and a number of other latter day poets!

Lyric poetry embraces a variety of forms including poems subject to certain fixed rules such as the sonnet, rondeau, triolet, villanelle, etc., of which we will treat in a later issue, as the scope of this article will not permit a review of these fixed forms; suffice it to say that the lyric has many modes of expression whose varying cadences yield a wealth of music, which is a source of unending delight to the heart, mind and ear, attuned to beautiful thoughts and sounds, embodied in poetical measures.

Following we present the lyric masterpiece, "An Ode on a Grecian Urn," which shall ever be an eloquent testimonial to the genius of the gifted poet, John Keats, who died of tuberculosis at the early age of twenty-five years: with full knowledge of the unhappy fate awaiting him, he worked assiduously, and the tinge of sadness in this exquisite poem reveals the saddened soul of the author, envying the unfading beauties which he contemplates. We regret that we cannot now dwell on the particular graces of the poem, but it is recognized as one of the most beautiful in the English language.

Ode on a Grecian Urn

By John Keats

I

Thou still unravished bride of quietness,
Thou foster-child of silence and slow time,
Sylvan historian who canst thus express
A flowery tale more sweetly than our rhyme:
What leaf-fringed legend haunts about thy shape
Of deities or mortals, or of both,
In Tempe or the dales of Arcady?
What men or gods are these? What maidens loth?
What mad pursuit? What struggle to escape?
What pipes and timbrels? What wild ecstasy?

II

Heard melodies are sweet, but those unheard
Are sweeter: therefore, ye soft pipes, play on;
Not to the sensual ear, but, more endeared,
Pipe to the spirit ditties of no tone!
Fair youth, beneath the trees, thou canst not leave
Thy song, nor ever can those trees be bare;
Bold lover, never, never canst thou kiss,
Though winning near the goal—yet, do not grieve;
She cannot fade, though thou hast not thy bliss,
For ever wilt thou love and she be fair!

III

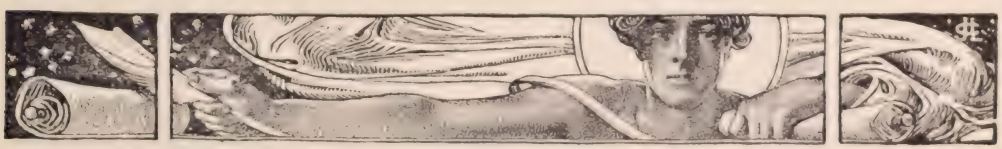
Ah, happy, happy boughs! that cannot shed
Your leaves, nor ever bid the spring adieu;
And, happy melodist, unwearied,
For ever piping songs for ever new;
More happy love! more happy, happy love!
For ever warm and still to be enjoyed,
For ever panting, and for ever young;
All breathing human passion far above,
That leaves a heart high-sorrowful and cloyed,
A burning forehead, and a parching tongue.

IV

Who are these coming to the sacrifice?
To what green altar, O mysterious priest,
Lead'st thou that heifer lowing at the skies,
And all her silken flanks with garlands dressed?
What little town by river or seashore,
Or mountain built with peaceful citadel,
Is emptied of this folk this pious morn?
And, little town, thy streets for evermore
Will silent be; and not a soul to tell
Why thou art desolate, can e'er return.

V

O Attic shape! Fair attitude! With brede
Of marble men and maidens overwrought,
With forest branches and the trodden weed:
Thou silent form, dost tease us out of thought,
As doth eternity: Cold Pastoral!
When old age shall this generation waste,
Thou shalt remain, in midst of other woe
Than ours, a friend to man, to whom thou sayest,
"Beauty is truth, truth beauty—that is all
Ye know on earth, and all ye need to know."



Railroading in War Times

Recollections of Engineer Abner T. Ingels

By Dixon Van Valkenberg

"Come, stack arms, men. Pile on the rails,
Stir up the camp fire bright;
No matter if the canteen fails,
We'll have a roaring night.
Here Shenandoah brawls along,
There burly Blue Ridge echoes strong,
To swell the brigades' rousing song
Of Stonewall Jackson's way."

Few pioneers of the rail possess a more vivid or authentic recollection of the turbulent Civil War, and its chaos, than Abner T. Ingels, the venerable dean of engineers of the Baltimore & Ohio Railroad, and survivor of the most appalling carnage in the history of the nineteenth century.

"Abe" Ingels, as he is familiarly called, enjoys the distinction of having pulled an engine throttle for fifty-three continuous years, up to the time of his retirement, several years ago. In all that time, he killed no passenger, and but one employe, a fireman who was crushed under an overturned engine.

While this Patriarch can still see the "red and green" without the aid of glasses, he often regales his friends with the vicissitudes of what he calls the "palmy days." Unlike most men who have reached the age of eighty, however, he is still mentally and physically robust.

During his picturesque career, "Abe" Ingels has had the honor of being taken from his run on different occasions to haul such notables as ex-presidents Lincoln, Garfield and Grant. He tells of one especially interesting trip which he made as the engineer of a fast train with president Harrison as a passenger. He had just returned from a very long trick at the throttle, but was pressed into service to take the president from Baltimore to the capitol because he was the only available engineer whose political faith was the same as Harrison's. He was running special and had to pull out just five minutes after a fast "passenger," also running to Washington, and just two minutes before another "passenger" bound for the same terminal. "Abe" says, however, that the stationmaster caught the three trains in Washington with exactly the same intervals of time between them as when they left Baltimore.

A long life of struggle has not tinged the heart of this compatriot with asperity, for when the subject of war was broached, he wittingly replied: "Well, Sherman was right when he proclaimed 'war is h—l,' and he might have added, 'railroading in those days was, too,' for during those strenuous times life and limb was endangered constantly along the Baltimore & Ohio, which paralleled, to a great extent, the bloody scenes that were

enacted with terrible toll of life between the north and south, along the historic Potomac. Especially was this true when General "Stonewall" Jackson, the hero of the Valley of Virginia, pursued Banks to the Potomac, and entered Harper's Ferry. His advance, so sudden and unexpected, had spread consternation. The place was not fortified, nor was it defensible, and Colonel Miles surrendered without any effort at defense or escape, with great loss of life and confiscation of valuable railroad property.



ABNER T. INGELS

"At the outbreak of the Civil War," continued the veteran engineer, "my run was from Baltimore, Md., to Wheeling, W. Va., on troop trains. It was anything but a pleasant task, I assure you, as the troops were obstreperous, and revelled in all kinds of deviltry. One of their practices was to ride on top of the freight coaches (much to the chagrin of the trainmen), and shoot at the deer and bears in the mountain passes.

"On one occasion, a soldier was jostled from the top of a moving freight car and instantly killed by the fall. His comrades threatened to mutiny if I attempted to run the engine again, so I turned the responsibility over to my fireman, who brought the train to its destination.

"On another occasion, I was coming east with a troop train, and had a meet order on the Western Express, the crack passenger train of the Baltimore & Ohio at that time. Troop trains had the right-of-way over all other trains; but, on this occasion, we arrived ahead of the Western Express and had to await its arrival before proceeding. We had scarcely stopped before an officer appeared on the scene and began to upbraid me for the delay. I read the orders to him but he wasn't satisfied. While we were arguing, the Western Express dashed by. The commanding officer, whose patience was true but tried, looked at me in surprise, and said, 'that was a close call.' This spirit of daring was characteristic of officers and soldiers alike. On arriving at Washington, I reported the incident to the train dispatcher, and he said, 'Abe, that was General U. S. Grant, who wanted you to take the chance.'

"When Congress convened on the 4th of July, 1861, and issued a proclamation calling for 75,000 troops, Washington was the mecca for thousands of volunteers from the different anti-slavery

states. The Baltimore & Ohio, suffice it to say, had its capacity taxed in handling the incoming and outgoing soldiers. The troops collected in the vicinity of Washington had surrounded the city with formidable fortifications, and the cry was 'On to Richmond.'

"In March, 1863, Congress passed an act requiring an enrollment of all the able-bodied male citizens of the United States. The whole country was divided into districts, for each of which a provost-marshal was appointed, subordinate to a provost-marshal-general at Washington. However, the War Department directed that engineers of locomotives on railroads be excused from duty, and that is how I escaped enlistment. Later, even the engineers were included in the proscription, and it was only by resorting to a ruse that I succeeded in keeping my job with the Company. I knew that my services as an engineer were much more valuable to my country than they would have been as a soldier, so I felt justified in practicing a little deception on the provosts in Cumberland and Baltimore.

"Railroading during the war was fraught with many hardships; we had long hours on duty, without food or rest, and very little pay. All braking and coupling was done by hand and the condition of the roadbed and rolling stock was very poor. The 'crab' and 'grasshopper' were the types of locomotives used. They derived their names from their vertical cylinders and vertical boilers. They were first designed to burn wood; but as soon as it was discovered that coal possessed greater fuel value, they were changed accordingly.

"The following wage scale was in effect in 1860: Passenger firemen $1.35 a day; freight firemen $1.75 a day; engineers $2.50 and $3.00 a day. One hundred miles was equivalent to a day's work. Passenger trains averaged from twenty to twenty-five miles per hour; freight trains ten to twelve miles per hour. There were no rigid physical examinations; in fact, very few of the trainmen could read or write.

"The Baltimore & Ohio was the first of the big systems in this country to establish a relief fund for its employes, and in 1880, it was still the only organization of this character in existence. It was also the first road to introduce the Pullman car service.

"The engines and cars captured by the Confederates were used principally on southern roads. They seized a train of supplies for General McClellan at Harper's Ferry, just before the battle of Antietam, and after putting the trainmen to flight, confiscated the contents and destroyed the train. The train which I was running was following the confiscated train closely, but we were warned in time and succeeded in backing to our starting point safely."

The loss which the Baltimore & Ohio incurred from destruction and confiscation during the war amounted to thousands of dollars, and many men in the service were permanently disabled. But "Abe" Ingels went through the terrible siege unscathed, miraculously escaping bullets, fever, accident and capture. He gives full credit to the boys in blue and gray for the bravery they showed and the suffering they endured—each side for its own principles. And he says that their unselfish example was an inspiration to the railroad men, which led them into danger scarcely less fateful and exploits scarcely less hazardous than those of the soldiers themselves. Mr. Ingels is one of the very few men who possess both the fifty year gold service medal of the Baltimore & Ohio and the forty year badge of the B. of L. E.

Efficiency Applied to Little Things

By B. P. Craig

Extra Operator, Wheeling Division

IT has often been said that if there is any place where seconds are valuable it is in the railroad service. There are many seconds that we throw away that should not be squandered. I have often seen an operator on a job where he had only a few trains on his turn who appeared busier when the whistle blew, than the man in a tower where vestibuled express trains and fast freights dart past each other constantly, headed in and out the big shed of a terminal. It is not altogether accounted for, this difference in the way the two men handle the jobs, by the fact that the tower man is used to the place and is governed to a certain extent by routine. It is compulsory for the man whose levers are many, and whose tracks cover a large space of ground, to *systematize his work*.

When you are asked if you have a copy of the consist you sent, brother operator, do you have to dig underneath an avalanche of "19's" and "31's" filed on the same hooks with these consists? You save a second or so if you have that consist where you can put your hand on it—where there is nothing filed but consists and perhaps messages.

A conductor is waiting in the siding, you are copying an order for him and he doesn't notice that you are busy, but interrupts to ask for a piece of message clip, when he comes into the office. It would have saved your breaking the dispatcher on that order or having to ignore the captain's request had you thought, when you were not busy, to have placed a pad of clip on the table for such purposes.

When you worked extra haven't you picked up one of the carbons from a pad of "flimsy," looked through it at the light and noted that it was nearly transparent from long usage? Why make the engineer strain his eyes by lantern light to read a very pale copy order when there is plenty of good new carbon in the stationery case. Carbons may be used many times before they are worn out. But the Company doesn't want us to use them after they are so poor as to make it possible for an order's being illegible and misread.

When working at an agency job, where you have to handle express bills with railroad mail and a baggage book, do you hand them all to the express baggageman in a confused pile or in separate piles so that he can put each class where it belongs as he gets it? You are saving him time if you do.

There's a great deal of truth in the saying that we have read on the postcards, that "He who is not worth any more than he is getting will never be getting any more than he is."

Let's see if we can't increase our efficiency in handling the little things.



BALTIMORE AND OHIO EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Economy Plus Sentiment Back of Safety

MOST of the larger cities in the country have well organized committees and commissions to push the "Safety First" movement. Philadelphia has just concluded a carnival of Safety which it is hoped will be far reaching in its results. The members of our General Safety Committee played a prominent part in the proceedings.

Why is it that this movement has stimulated public imagination and enthusiasm as no other has for many years? Principally for these two reasons: First, because it is only comparatively recently that we began to appreciate the value of human life. The conservation of the soil, the forests and our water supplies was for a time of greater moment to us than conservation of human energy and life. Now we know the economic worth of a healthy, strong, active body. It can scarcely be compared to any other unit of energy such as an acre of land or a one hundred foot-wide stream flowing six miles per hour. Secondly, because there is spread throughout this country a broader and more sympathetic feeling for our fellow man.

These two underlying reasons for the strength of the "Safety First" movement offer a fine analogy to the two methods by which far reaching effects in the movement can be obtained. The one method can properly be called economic; the other method is born of sentiment. By economic we mean the artificial means taken to prevent injuries and fatalities, the replacing of bridges, the guarding of machinery and the building of a thousand and one safety devices with which we are all familiar. These, however, are hopelessly inadequate unless back of their building and supplementing their construction and use is the determined sentiment of cooperation on the part of the humans engaged in great industries in the Safety work. And it is encouraging to realize that every one of us on this Railroad, be his position of greater or less importance, can give wholehearted and resultful support to the great movement.

To Lovers of Poetry

We are very fortunate in being able to publish in the Magazine, articles on the various forms of poetic expression, by Louis M. Grice, chief clerk to the auditor of passenger receipts. In addition to a number of delightful compositions which Mr. Grice has contributed to the Magazine, he has had his poems published in some of the finest literary mediums in the country. To all of our readers who are fond of poetry or who would like to have a clearer understanding of poetic form and incidentally read some selected masterpieces illustrating them, we commend heartily these articles by Mr. Grice.

Correction

On page twenty-four of the April issue of the Employes Magazine, second column, just below the illustration, it was stated that the 302,558 treated ties shipped from our Green Spring plant in 1913 comprised nearly ten per cent. of the treated ties used by all the railroads in the United States in the same year. It should have been stated that these ties comprised one per cent. of this total.

Plank in the Platform of the Maryland Republicans, Adopted September 28th, 1914

"To starve the Railroads is to starve the Nation and we believe that the deplorable condition of the Railroads of the country calls for relief through the proper Governmental Agencies, fully without stint, freely without delay, for the benefit of the Railroads as public carriers and for their hundreds of thousands of employes."

Summary of Business Conditions

From "The Bache Review"

General business is affected by a kind of stupor, due to something beyond the shock of war and the stringency in money.

It is because there is no market for securities.

As long as the Stock Exchange of a country is closed capital issues are held up and the whole country feels the damaging effect.

Because the Exchange is closed and securities cannot be sold, cities, counties and states have been forced to drop improvements and thousands of manufacturers have reduced their production and cut their payrolls.

The barrier to reopening the Exchange is the menace of a great mass of foreign sales threatening to engulf it, and this situation is aggravated because a very large part of American securities is discredited by the disastrous situation of the railroads. If the railroads of the country were making liberal earnings our securities would be the most attractive in the world, because they would be the highly profitable issues of the only great country in the world at peace. Holders abroad then, would keep back hundreds, and perhaps thousands, of millions of these securities, because they would be eager to hold them, believing in their stability and liability to advance. On this new basis these securities would be the last things they would part with, as they would be far safer than the securities of any other country or than money in hand with Europe at war.

To produce such a situation seems necessary to the reopening of the Exchange. The reopening is necessary to bring about industrial activity and prosperity.

How then can the situation be produced? The power is absolutely in the hands of the Interstate Commerce Commission. They have restricted the earning powers of the railroads since 1910, until today the roads, largely by reason of insufficient rates, are, many of them, in the hands of receivers, others are facing bankruptcy, and only a few of them are making a successful showing.

The railroads have not been making money for a long time. They have been compelled to default within the last few months on obligations equal to half the national debt. Their income has decreased in one year $120,000,000, and no relief is in sight.

There is only one way to save the situation, and this is by a liberal increase in rates.

The business of the country cannot proceed normally and successfully until the Stock Exchange is open.

The Exchange cannot open successfully until our securities are made especially attractive through ample earnings.

The Interstate Commerce Commission can bring this about by a turn of the hand.

IT IS THE BUSINESS OF BUSINESS PEOPLE TO LET THE COMMISSION KNOW WHAT THEY WANT AND TO LET THEM KNOW IT PROMPTLY AND IN AN EMPHATIC WAY.

MR. WILLARD'S ANSWER

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above everything else

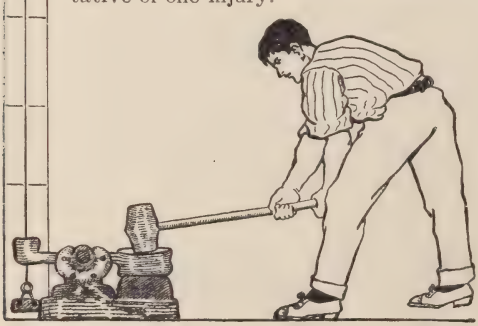
THE HIGHEST SAFETY RECORDS FOR AUGUST, 1914

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Delphos	$10,423	.....	*$12,776	.....
Toledo	9,454	$13,357	6,043	$16,021
Indiana	9,065	17,974	3,394	.....
Illinois	7,774	14,960	5,915	.....
Connellsville	4,843	.....	3,243	.....
Shenandoah	.....	.....	*851	.....
Ohio	.....	8,995	.....	*21,722
Indianapolis	.....	7,629	.....	18,172
Ohio River	.....	.....	.....	*11,984
Philadelphia	.....	.....	.....	26,694
Chicago	.....	.....	.....	12,434

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

SAFETY FIRST

We show here, each month, on the "hammer" test, the five divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." Formerly we figured the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is evidently fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is correspondingly decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, AUGUST, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia	$ 6,505.00	$1,049.00	$26,694.00	$3,385.00
Baltimore	3,818.00	791.00	5,366.00	2,116.00
Cumberland	4,519.00	1,406.00	2,984.00	2,503.00
Shenandoah	2,810.00	*851.00	5,680.00	3,740.00
Monongah	3,652.00	3,008.00	4,758.00	3,624.00
Wheeling	5,989.00	3,191.00	5,586.00	4,778.00
Ohio River	2,457.00	2,838.00	*11,984.00	3,040.00
Cleveland	6,091.00	1,862.00	8,773.00	3,586.00
Newark	4,644.00	1,867.00	11,443.00	3,299.00
Connellsville	6,619.00	3,243.00	3,782.00	4,843.00
Pittsburgh	4,813.00	3,109.00	8,852.00	4,249.00
New Castle	7,154.00	2,391.00	6,801.00	4,580.00
Chicago	3,307.00	1,253.00	12,434.00	2,262.00
Chicago Ter'l.	.....	.....	.....	.....
Ohio	8,995.00	1,446.00	*21,722.00	3,866.00
Indiana	17,974.00	3,394.00	8,258.00	9,065.00
Illinois	14,960.00	5,915.00	9,077.00	7,774.00
Toledo	13,357.00	6,043.00	16,021.00	9,454 00
Delphos	7,536.00	*12,776.00	6,926.00	10,423.00
Indianapolis	7,629.00	2,183.00	18,172.00	3,982.00
Average	5,425.00	2,044.00	6,913.00	3,659.00

* Indicates no personal injuries.

SAFETY FIRST IN 1856

The following interesting clipping from the New York *Evening Post* was sent in by one of our Columbus, Ohio, Yardmen:

A copy of "Rules for Conductors," published in 1856, has been found by the Lehigh Valley. One of the rules reads:

"Always leave Mauch Chunk and Easton on time, if possible. In case of wet rails or bad track, the morning trains from Easton may leave enough ahead of schedule time to arrive at Bethlehem before the down passenger train arrives. Run as near schedule time as possible, and in no case allow your engineer to run into a station more than five minutes ahead of time, except at stations where you get your meals, or where you take fuel and water."

One reads: "Instruct your brakeman not to press so hard on the brake as to slide the wheels." Here is another: "When running out of time against an opposing train also out of time, you will invariably flag the curves." Rule 33 reads: "In case of danger or doubt, always take the safe side, and bear in mind that Safety is the first consideration."



SPECIAL MERIT ROLL

STATEN ISLAND DIVISION

The accompanying picture shows James H. Murray, machinist at Clifton shops, and nephew of James H. Clark, superintendent floating equipment. On August 31st, about 3 p. m. "Jim" was working on the lighter "Monocacy," when he heard a call for help coming from a young lady swimming several hundred feet away from where he was working. He immediately jumped overboard and swam to her. She was about to go down for the last time when he arrived and brought her to shore. Upon arriving there he was met by others who had heard the cry for help and he also found out that the young lady was his own cousin. She was taken to the hospital in a very serious condition. Jim is a fine swimmer and reached the young lady just in time to save her from being drowned. He is to be highly complimented.



JAMES H. MURRAY

PHILADELPHIA DIVISION

The following commendatory letters have been sent to our men by the superintendent:

W. E. Cox, Brakeman,
Riverside, Baltimore, Md.—

"I have to thank you for very close attention to you work, which resulted in important discovery on Baltimore & Ohio car No. 22148, in train of extra east No. 4009 at Felton, August 14th. Actions of this kind are appreciated and will not be forgotten."



W. E. COX

J. S. Barnes,
Bridge Watchman,
Care Mr. T. E. Thomas,
Wilmington, Del.—

"I have to thank you for your close attention to matters that concern the welfare of the Division as evidenced by your discovering a dangerous condition on August 31st, and very promptly notifying the dispatcher.

"This resulted, of course, in his notifying all train crews to make an inspection of equipment and trouble was thereby prevented. Such excellent service will not be forgotten."



J. S. BARNES

Mr. Barnes worked on the first Company bridge built at Havre de Grace, and at its completion was employed by Mr. McClair, who was at that time supervisor of bridges and buildings, as bridge inspector at 34-A. He commenced work for the Company in 1886, and has been known always as a faithful and interested employe.

A. W. Trundle, Brakeman,
Riverside, Baltimore, Md.—

"I thank you for very close attention to your work, which resulted in important discovery on Q. C. car No. 604, in train of extra east No. 4013, eastbound siding at Poplar, August 16th. Actions of this kind are appreciated and will not be forgotton."

J. O. F. Covell, Jr., Brakeman,
Riverside, Baltimore, Md.—

"I am very glad indeed to hear from your conductor that on the evening of the 2nd, in pulling train into siding at Carrolls, Baltimore, you discovered a defective condition on Baltimore & Ohio car No. 133947. Very likely you prevented a derailment with possibly great damage and even loss of life, and I take this opportunity to thank you for your attention to

your work and to tell you that a copy of this letter has been sent to the Discipline Bureau, with request that an entry be made on your record."

J. E. Edenfield, Brakeman,
Riverside, Baltimore, Md.—

"From reports in connection with your discovering condition of Baltimore & Ohio car No. 38251 on extra east No. 5111 on the 4th inst., I want to tell you that your watchfulness and prompt action in having the train stopped is appreciated, and will not be forgotten; further, that a credit entry has been made on your record."



J. E. EDENFIELD

Joseph A. Lutz, Brakeman,
Riverside, Baltimore, Md.—

"I appreciate your very close attention to work, which resulted in part in the discovery of a dangerous condition on P. & R. car No. 8654 at Park Junction on August 29th; of a bad condition on Baltimore & Ohio car No. 20562 at East Yard, August 30th, and defective condition of steel car loaded with hot cinders at Mt. Clare on September 7th, car Baltimore & Ohio No. 43811. These several evidences of your watchfulness are greatly to your credit and have been made a part of our records."

W. H. Stollemaier, Brakeman,
Riverside, Baltimore, Md.—

"I take pleasure in complimenting you on strict attention to your work on train 2nd No. 95 on August 19th, which resulted in your discovering bad condition under P. & R. car No. 81239. Good work of this kind is appreciated and a credit entry has been made on your record."

The following commendatory letter is self-explanatory:

"W. L. Robinson,
Supervisor of Fuel Economy.
Dear Sir:—

I rode engine No. 5107 on train No. 4, consisting of eight steel cars, yesterday with engineman L. Marks and fireman H. Hilton; left Baltimore on time and arrived at Philadelphia on time. We burned 299 scoops of coal between Baltimore and Philadelphia, averaging fourteen pounds per scoop, or 4186 pounds, making about 5.45 pounds per car mile.

"In connection with this trip, I wish to state that this engine was fired from Baltimore to Philadelphia absolutely without smoke; in fact, it looked as though the engine had been fired with coke between these points. It was hot all the time and the train was on time at all points. It was one of the best performances I have ever seen in regard to smoke. I think that work of this kind should be made note of. Grate bars were shaken once and rake used once between Baltimore and Philadelphia.

Yours truly,
W. E. Cavey,
Supervisor of Locomotive Operation."

CUMBERLAND DIVISION

On the morning of July 24th, Paul Purgitt, roundhouse clerk, in going through the shop saw a fire blazing beside engine No. 4326. He ran to see what was burning and when he reached the engine, discovered that a quantity of oil had leaked from an oil burner which was being used in making repairs to the engine. The oil caught fire while the workmen were away from the engine and Paul carried water in an old water cooler and extinguished the fire. The fire was making good headway and if it had not been discovered when it was, would possibly have caused damage to the building.



PAUL PURGITT

MARTINSBURG

John B. Welty of the local inspection force is deserving of special mention for efficient service rendered on September 17th. He discovered a damaged center pin on car in train No. 55. This is the second instance in which Mr. Welty has earned "Special Merit" honors, which speaks well for his watchfulness and care of the Company's interests.



JOHN B. WELTY

MONONGAH DIVISION

On September 25th brakeman H. White on No. 3-74, observed, just east of Moatsville, fire and dirt flying under eighth car from engine. He signalled for train to stop, when a defective condition was found. Necessary arrangements were made and train proceeded. Brakeman White has been commended for his watchfulness.

Conductor Duckworth has been commended for meritorious service rendered while in charge of extra engine No. 2860, into Grafton, from the Belington Branch, September 15th.

OHIO RIVER DIVISION

C. H. Murray, of Sistersville, discovered a defective condition on train No. 712 after he had delivered orders to engineer McConnell and train was moving. His observation and prompt action are very much appreciated.

CLEVELAND DIVISION



E. N. HOLCOMBE
(See page 73 September issue)

On August 23rd, operator Y. S. Hoover, discovered car on fire near telegraph office, Belt Line crossing, called for help, then went to work on fire, and had same out before help arrived. He is to be commended for his watchfulness and action in this case.

On August 23rd, engineer J. Leskey noticed car on fire on Towles Brick Co. siding, as did engineer G. S. Briggs on rear engine of train No. 96. These men notified conductor, who cut off rear engine, got cars out on main track, and with the assistance of engineer Briggs and fireman Cox, attempted to put out fire. Being unable to do this at that point, they took cars to Belt Line crossing, where fire was put out with engine hose.



M. GUIDO
(See page 74 September issue)

On July 19th, engineer R. W. Bair, discovered bridge just east of Warwick on westbound track on fire, and same was put out without serious damage to the bridge. Mr. Bair is to be commended for his watchfulness in this case.



R. W. BAIR

Engineer E. T. Robson on train No. 14, September 18th, discovered bridges at Parral, O., and Strasburg, O., on fire, stopped and put the fire out at each place. He is to be commended for his watchfulness and action. Mr. Robson was employed as fireman in 1887, and promoted to engineer in 1899.

On September 16th, conductor R. F. Stauffer, while walking along west side of 10th Avenue yard, Lorain, discovered Baltimore & Ohio car No. 29629 on fire, called engine No. 1116, which was working close by, and with aid of hose on engine, put fire out with slight damage to the car. Mr. Stauffer is to be commended for his watchfulness and quick action in this case.



R. R. ROTHERMEL
(See page 76 August issue)

Conductor Stapleton is to be commended for meritorious service performed on September 10th at Goshen. Mr. Stapleton was employed as brakeman in 1903, and promoted to freight conductor in 1905.

NEWARK DIVISION

On Thursday morning, September 9th, about 3.30 o'clock, Sylvester Henderson, age 20, and Orville Henderson, age 17, of Philo, Ohio, started for Zanesville with a load of produce. As they were rounding the Narrows (just above Philo) in the most narrow part, they happened to look toward the railroad and saw that a rock, about three by four feet, had fallen from the hill during the night and lay right on the rail. They stopped their team, got out, and with much effort removed the obstruction. If train No. 86 had been on time that morning and the boys had not removed the rock, there

would probably have been a serious wreck, as it was too early for any crews to be out. The track at this point is along the river edge. Sylvester and Orville are the sons of John Henderson, bridge carpenter; who has been employed by the Baltimore & Ohio on O. & L. K. branch for twenty-seven years and is still in service. The superintendent sent the boys a letter of sincere appreciation, and we congratulate them upon their splendid work.

While handling train second No. 97, August 5th, J. V. Gallagher, conductor, discovered bridge east of Sonora on fire, stopped at that point and promptly notified crew of train No. 98. This resulted in putting the fire out before it did very much damage and also in protecting train No. 98. A credit entry has been made on his record and a letter of appreciation sent him.



J. V. GALLAGHER

On August 18th, as fireman E. S. Johnson on engine No. 1921 was passing train No. 30 in the Newark yard, he noticed a defective condition on Baltimore & Ohio car No. 123622. He called assistant foreman Pierson, pointed out the defect to him, had car carded and removed from the train, thereby enabling us to avoid a possible serious damage to Company property. Mr. Johnson has been with the Company about twenty-five years.

R. E. McKee, freight agent of the Company at Mansfield, Ohio, was instrumental in saving the life of Miss Thelma Siegler at the North Main Street railroad crossing in Mansfield. She was driving a horse hitched to a buggy and the animal became frightened near the crossing and turned and ran down the railroad tracks, the swaying of the buggy throwing Miss Siegler between the wheels and the body. Mr. McKee succeeded in stopping the horse and rescuing her from her perilous position.

CONNELLSVILLE DIVISION

Brakeman F. E. Smith, performed a meritorious service at Fairhope, Pa., September 10th, for which he is to be commended. Mr. Smith entered the service of the Company as brakeman, November 25th, 1903, and was promoted to extra conductor February 12th, 1910. He has been written a letter of commendation by the superintendent.

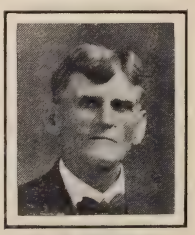
Engineer C. M. Ramage is to be commended for a meritorious act performed on Evans Branch, September 11th, and has been commended by the superintendent. Mr. Ramage entered the service of the Company as brakeman October 5th, 1901, was transferred to the position of locomotive fireman, January 9th, 1902, and promoted to engineer November 27th, 1905.

Engineer H. Harbaugh, on September 12th, performed a meritorious act for which he is to be commended. Mr. Harbaugh entered the service as fireman, November 28th, 1902, and was promoted to engineer October 31st, 1906. He has been written a letter of commendation by the superintendent.

Track foreman T. B. Bracken is to be commended for a meritorious act performed on August 13th, at eastbound siding at Foley. Mr. Bracken entered the service in capacity of track laborer in April, 1890, and was promoted to gang foreman, February 1st, 1905.

Harry Fletcher of South Connellsville, Pa., is to be commended for a meritorious act at Mt. Braddock, Pa., August 27th. He has been written a letter of appreciation by the superintendent.

Conductor W. H. Wilson is to be commended for a meritorious act performed at Oliver Works, September 2nd. Mr. Wilson entered the service as brakeman, May 26th, 1893, and was promoted to conductor July 22nd, 1896. He has been written a letter of commendation by the superintendent and a proper notation has been made on his service record.



W. H. WILSON

On September 5th, brakeman T. M. Bowman, performed a meritorious act at Rockwood, for which he is to be commended. Mr. Bowman entered the service of the Company in capacity of car inspector, March 1st, 1902, and was transferred to the position of brakeman, January 10th, 1906. He has been written a letter of

commendation by the superintendent and proper notation will be made on his service record.

On September 13th, third trick operator D. C. Ober of Morgantown, performed a meritorious act, for which he is to be commended. Mr. Ober has been in the service of the Company, in capacity of extra operator since February 14th, 1913. He has been written a letter of commendation by the superintendent and this case will appear on his service record.

PITTSBURGH DIVISION

On August 30th, while unloading slag at Smithton, supervisor M. J. Haney, noticed a boy about twelve years old standing on westbound track and train No. 11 approaching. He succeeded in pulling the boy off the track when train was about ten car lengths away, thus saving his life.

On September 12th, about 1.15 p. m., while standing near train shed at Pittsburgh, waiting for his engine, yard brakeman T. J. Molyneaux noticed engine No. 1300 backing from station and heard conductor Seagriff call to the fireman that the brake rigging was down. The fireman evidently did not hear what was said as no effort was made to stop, whereupon Mr. Molyneaux jumped on the pilot and applied air. The engine was stopped and necessary repairs made.

On August 11th, sewer under bridge 203 caved in, washing out the foundation under one pedestal, thus leaving seventy feet of this bridge without support. This condition was noticed by Nickolass Mazzotta, fireman on one of the Carnegie Steel Co.'s engines working in this vicinity, who immediately notified carpenter foreman Smith. Flagman was placed on the bridge to protect trains. Mr. Mazzotta has been written a letter by the proper official and commended for his act.



NICK MAZZOTTA

The following is from the McKeesport *Daily News:*

Only the vigilance of the engineer, John McMunn, and the fact that his train was running slowly, prevented a tragedy at the Fifth Avenue crossing of the Baltimore & Ohio Railroad yesterday morning, when a woman and a little girl about four or five years old, whose names were not learned, ran directly in front of the engine.

The train, running west, was pulling into the Fifth Avenue crossing, when the woman and the girl darted across the tracks. Officer Brennan, who was on duty at the crossing, jumped on the tracks and seized them, attempting to get them from in front of the train.



JOHN McMUNN

The engineer saw the danger and brought his train to a stop a few feet from the policeman, woman and little girl.

In his report to Chief Myers, Officer Brennan says that he couldn't give Mr. McMunn enough credit, as all three would likely have been killed had he not brought his train to a stop when he did. He added that had the train been running fast it would have been next to impossible to stop in time to avoid running them down.

On August 14th, train No. 97 had defective condition on Baltimore & Ohio car No. 53959, which was discovered by foreman Smith and inspector Jamieson, who notified crew of train and yard people at Willow Grove. Train was stopped and defective rigging removed from car.

On August 27th, while train No. 90 was passing McKeesport, brakeman F. H. Curran, who was standing on platform, noticed air sticking on Baltimore & Ohio car No 87430 and wheels red hot. He immediately pulled release rod in an effort to release brake, but air would not release, whereupon he boarded car to ascertain if hand brake was set. Finding that this brake was not set, he investigated further and found retainer up. He turned it down, thus releasing brake. Had it not been for the interest taken by Mr. Curran, who was not a member of the crew, possibly an accident would have occurred.

On August 24th, while supervisor M. Connelly was in the vicinity of West Newton, he saw accommodation backing up from station and discovered horse and buggy approaching crossing. He made motions for vehicle to stop as train was approaching, but received no attention, whereupon he seized bridle and succeeded

in stopping horse in time to prevent serious accident.

NEW CASTLE DIVISION

On September 15th, yard brakeman George W. Arrow, New Castle Junction, found a piece of flange in the westbound yard, and made an immediate report to the general yardmaster's office.

Instructions were issued to all concerned to be on the lookout for a car in the yard with flange missing. Two hours later brakeman W. P. Gilliland found Baltimore & Ohio car No. 125479 with eighteen inches of flange broken off one of the wheels. It was discovered that the flange found by Mr. Arrow was that which had broken off wheel on this car. These two brakemen are to be complimented on their watchfulness and prompt action to prevent serious damage to Company's property.

CHICAGO DIVISION

On August 10th, when train No. 98 was passing Standley tower, operator C. N. Shuman observed fire in the roof of the fourth car from the engine. He at once attemped to get signal to engineer but without result. However, he flagged the rear end, the train was stopped and fire extinguished before much damage was done. The prompt action of Mr. Shuman undoubtedly prevented a bad fire and considerable damage, for the car was loaded with merchandise and running at a high rate of speed, and before reaching Holgate the fire would have been under such headway that it would have been almost impossible to put it out before great damage was done.

A. J. Connor, third trick operator at Republic, has been given a letter of commendation for his watchfulness and prompt action August 21st, when he discovered a dangerous condition on a passing freight train. He quickly flagged the train and the danger was eliminated.



A. J. CONNOR

September 14th, conductor J. H. Reed, on train No. 27 at Bloomdale, noticed a dangerous condition in train No. 98 that was passing at full speed. Through the efforts of conductor Reed the train was brought to a stop and the dangerous condition removed. His prompt action undoubtedly prevented a derailment.

While supply train was going west from Milford Junction on the 15th inst., brakeman George Shisley noticed a piece of steel in the throat of the No. 16 hard center frog at the inlet switch of eastbound siding. He stopped the train and went back and removed the piece of steel, which he found to be a piece of brake shoe. The break was fresh and he immediately examined his train to see if it had fallen off his train. He found brake beam down on Baltimore & Ohio car No. 44055, and fastened same up and thereby avoided a possible accident. This is splendid all-around work.

CHICAGO TERMINAL

On the evening of September 12th, conductor L. M. Loucks and his brakeman, F. E. Heirich, discovered the roof of a car in the East Chicago yard burning and carried water in buckets from a distance of thirty car lengths to extinguish the fire. It was extinguished before much damage was done. But for the coolness and quickness of Messrs. Loucks and Heirich, considerable loss would have been sustained as the yard was full of cars and a very strong wind was blowing. Their interest and prompt action are heartily commended.

INDIANA DIVISION

Fred Artman, flagman on Cincinnati - St. Louis train No. 11 on September 9th, extinguished a fire on Laughery Creek bridge. Engineer Caden discovered bridge on fire and brought train to a stop, but not until train had passed over fire; this bridge is 110 feet high and about 1,000 feet long with no walkway, which made the task all the more dangerous for Mr. Artman. He entered the service of the Company in 1894, and on many occasions has proved himself a loyal employe.

Engineer Fred Downs and conductor Lewis Routt deserve special mention for detecting and reporting a defect in track at Culloms, September 15th. Engineer Downs has been in the service of the Company about fourteen years, and conductor Routt sixteen years.

TOLEDO DIVISION



J. A. E. BUHROW

J. A. E. Buhrow, operator, Toledo Division, was commended by the superintendent for close observation in matters pertaining to Safety on August 10th. Mr. Buhrow entered the service October 20th, 1913.

Conductor J. E. Morrisey was given a letter of commendation August 29th for his close attention to matters of Safety.

Conductor W. F. Dietler was written a letter of commendation by the superintendent on August 14th for his prompt manner of reporting conditions along the lines of Safety.

Conductor H. B. Smith was written a letter of commendation for his meritorious act of August 31st.

E. F. Stenger, agent at Whitfield, was written a letter of commendation by the superintendent for his prompt report of condition of train passing his office on September 4th.

INDIANAPOLIS DIVISION

The crew of train No. 782, Springfield Division consisting of conductor Frank Alexander, brakemen Merrit, Traxler and Clark, engineer Fletcher and fireman Hill, have been commended for meritorious service near Barnard, Ind. They discovered a fire in a field adjoining the right-of-way, stopped the train and the entire crew worked for several minutes in extinguishing it. It would shortly have reached some farm buildings and caused heavy damage. The action of this crew shows that they have the interest of the Company in mind, as the fire would have caused a heavy loss to the owner of the property and to the Company in settling claim.

Courtesy

B. E. D.

"With pleasure, sir." Nothing extraordinary about that remark, is there? But it brightened things up wonderfully as it came through the ticket window of a Baltimore and Ohio station—sweetened the questioner—made him feel good.

Strange, isn't it, how a pleasant word and manner brighten our surroundings and make the task at hand so much easier to handle? But it's true.

Patrons of the Company have a right to expect courteous treatment. Unload that grouch—throw the chip from your shoulder—there is nothing truer than "a soft answer turneth away wrath."

If you haven't tried it, start at once; see how much easier your job gets. It's a cinch.

When the shipper calls you on the 'phone, answer him in a cheery manner. Make him know by the tone of your voice and your words that you're in good humor and not sore because the telephone bell disturbed your work.

Courtesy is a valuable asset. Persistent courtesy will soon win for you a reputation that will be heralded far beyond the confines of your workshop. Add it to your accomplishments—keep it in mind—it will grow, and you will grow with it.

Try it—it's great stuff.

"I Believe"—An Everyday Creed



I BELIEVE in my job. It may not be a very important job, but it is mine. Furthermore, it is God's job for me. He has a purpose in my life with reference to his plan for the world's progress. No other fellow can take my place. It isn't a big place to be sure, but for years I have been molded in a peculiar way to fill a peculiar niche in the world's work. I could take no other man's place. He has the same claim as specialist that I make for myself. In the end the man whose name was never heard beyond the house in which he lived, or the shop in which he worked, may have a larger place than the chap whose name has been a household word in two continents. Yes, I believe in my job. May I be kept true to the task which lies before me—true to myself and to God who entrusted me with it.

I believe in my fellow man. He may not always agree with me. I'd feel sorry for him if he did, because I myself do not believe some of the things that were absolutely sure in my own mind a dozen years ago. May he never lose faith in himself, because, if he does, he may lose faith in me, and that would hurt him more than the former, and it would really hurt him more than it would hurt me.

I believe in my country. I believe in it because it is made up of my fellow men—and myself. I can't go back on either of us and be true to my creed. If it isn't the best country in the world it is partly because I am not the kind of a man that I should be.

I believe in my home. It isn't a rich home. It wouldn't satisfy some folks, but it contains jewels which cannot be purchased in the markets of the world. When I enter its secret chambers and shut out the world with its care, I am a lord. Its motto is service, its reward is love. There is no other place in all the world which fills its place, and heaven can be only a larger home, with a Father who is all wise and patient and tender.

I believe in today. It is all that I possess. The past is of value only as it can make the life of today fuller and freer. I have no assurance that tomorrow will come. I want to make good today.

REV. CHARLES STELZLE



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman*

John Hair, Motive Power Department — J. T. Campbell, Stations and Traffic

W. McC. Bond, Maintenance of Way Dep't — Dr. E. M. Parlett, Relief Dep't Sanitation

B. C. Craig, Safety Appliances

Advisory Committee

A. Hunter Boyd, Law Department — J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

GENERAL OFFICES, BALTIMORE

FREIGHT TARIFF DEPARTMENT

"Bill" Logue can be seen at the corner of Howard and Lexington Streets any Saturday afternoon. He says he looks in the jewelry stores. What's the attraction?

"Head" Hohman, Jr., took his best girl to the ball at the Fifth Regiment Armory, and said it was a dazzling affair.

George W. Presgrave has just returned from his honeymoon, on which he went to his home in Sterling, Virginia. George says he is not yet ready to receive his friends, but will send invitations out later.

LOSS AND DAMAGE BUREAU

The accompanying picture is of Lady Ormskirk, a daughter of champion Ormskirk Artist. So far Lady Ormskirk has been shown only once, at the great Baltimore Show in 1912, but on that single occasion she carried off the following prizes:



Three blue ribbons, a silver cup and silver medal.

These honors Lady Ormskirk won on her merit as the best American bred female collie in the show. She is the property of T. J. Cullimore of the Loss and Damage Bureau, who is justly proud of his beautiful collie.

NEW YORK DIVISION

F. W. Nelson, Correspondent

DIVISIONAL SAFETY COMMITTEE

Station Service

J. J. Bayer.....Agent, 26th Street
A. L. Mickelsen.....Agent, Pier 7
J. T. Gorman.....Agent, Pier 21, East River
E. W. Evans.....Agent, St. George
Albert Oswald.....Foreman, Pier 22

Marine Power

Edw. Salisbury.....Assistant Terminal Agent
Edw. Sparks.....Marine Engineer
E. G. Clark.....Master of Marine

Barges

Niel Gadeberg.....Barge Captain
Henry Bull.....Barge Captain

Repairs in General

John Johns.....Master Carpenter
Nicholas Johnson.....

Sanitation

W. B. Biggs.....Agent, Pier 22

Personal Injury

E. W. Evans.....Agent, St. George
J. T. Gorman.....Agent, Pier 21, East River
Edw. Salisbury.....Assistant Terminal Agent

Loss and Damage

A. L. Mickelsen.....Agent, Pier 7
Albert Oswald.....Foreman, Pier 22
Michael Degnon.....Foreman, 26th Street

Safety Appliances

J. J. Bayer.....Agent, 26th Street
Edw. Sheehy.....Foreman, Pier 7
Albert Oswald.....Foreman, Pier 22

Cliff Speckman of the eastbound is another one of the boys who spent his vacation in Boston. When quizzed about the attraction, he murmured "the beans are great."

Charles Reilly of the claim department spent a very pleasant week visiting the summer resorts along the New York and Jersey shores.

William Lynch of the cashier's department, spent an enjoyable week under smiling skies at Sullivan County, N. Y.

Vincent Cherney, our "leather lunged" lighterage clerk, spent his vacation at Rockaway Beach with his family.

James Reilly, the westbound settlement clerk, took a wanderlust trip. He went from New York to Washington, from there to Georgetown, then Youngstown to Sharon, Pa., over to Akron, down to Cleveland, over to Buffalo, then to Niagara Falls and home. And, by the by, this young man, who is somewhat of a lady charmer, was seen in Keenes jewelry store on Broadway the other day examining a tray of solitaires.

Teddy Winter, our speedy operator on the billing machine, did not have such a pleasant vacation this year, on account of having to undergo a painful operation on his nose.

Jack Buckheit of the lighterage department, was kept busy for a week painting his house in Flatbush.

Joseph W. McCallum, for the past two years in the lighterage department at St. George, has been appointed assistant agent in place of Mr. Levey, resigned. Mr. McCallum has been in the employ of the Company for the past four years. Joe is a hustler and will no doubt make good in his new position.



JOSEPH W. McCALLUM

J. C. Young, formerly night timekeeper, has been promoted to westbound foreman at St. George, S. I.

Frank Hegarty, formerly delivery clerk at St. George, has been promoted to assistant foreman. We all wish Mr. Hegarty luck in his new position.

R. Kelsey, freight night foreman, has accepted a position as assistant agent at the Coal Piers. Mr. Kelsey will be assistant to Mr. Sharpe, and we all agree that he is the man for the job.

Tom Darcey is now in charge of the claim desk and is filling his position very ably.

Frank Nolan, the star pitcher of the St. George baseball team, is now the record clerk at St. George, and is certainly putting them over the plate every day.

J. Cunningham, formerly westbound foreman, has been promoted to night foreman at St. George.

Bob Briody, our tug dispatcher, spent a pleasant week with his family down at Brighton-by-the-Sea.

Sam Moss, the assistant eastbound rate clerk, whose powers of deduction bid fair to outrival those of Sherlock Holmes, claims to have caught a pickpocket at Coney Island last Sunday. When his partner, Tom Bradley, heard of this wonderful achievement, he ejaculated, "why Sam could'nt catch a cold."

Little Joseph Fulham, our sweet-toothed friend, was heard to remark recently, that his idea of the consciousness of conspicuousness (Oh Watson, the Websters) was to walk into an ice cream emporium with a lonely nickel in one's pocket, and meet therein a young lady of your acquaintance with whom you are trying to make a hit. What's the trouble Jose? Why didn't you call for two spoons?

Charles Reilly, better known as Farmer Reilly, our former claim department stenographer, has returned to the fold after an absence of a year. He is now stenographer to assistant terminal agent Salisbury.

L. Voight of the accounting department and family had a splendid time in the Catskill mountains.

Joseph Cherney and wife were also visitors at that popular mountain resort, and although the weather was a trifle chilly, Joe returned with a nice coat of tan.

James Curran, eastbound transfer foreman at St. George, recently took a trip to Brunswick Transfer, endeavoring to pick up a few points on the transfer game. Not that he needs it, as James is one of the best transfer men we have had for a long period, but as he stated "a little knowledge now and then is relished by the wisest men."

W. K. Seaman, cash clerk Pier 7, spent his vacation in Savannah, Ga., and returned full of praise for Southern hospitality.

The stork visited the home of Joseph Ellerman, assistant foreman, Pier 7, leaving a baby girl, eleven and one-half pounds. Mother and baby are both doing well. Congratulations.

Walter Stewart Appleton Hunter, of the S. I. R. T. stationery department at Pier 7, visited Baltimore as an invited guest of the National Star Spangled Banner Centennial celebration.

F. C. Syze, first vice-president of the New York Railroad Club, and our trainmaster at St. George, extended an invitation to several non-members of the club to attend their meeting of September 18th. Those taking advantage of this invitation were fully repaid for attending.

Everybody on this division is glad to welcome Jim Campbell back, and congratulate him on his promotion to the captaincy, vacated by J. H. Lamberson. Jim made a mark here both as a sleuth and a gentleman, and all who knew him were his friends.

William Cornell, terminal agent, Pier 22, spent part of a well earned vacation in Staten Island, and the remainder on the "Old-Farm" at Amboy, N. J., with the folks.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. Groeling, *Chief Clerk*
Clifton, S. I.

Secretary, C. M. Davis, *Chief Clerk*
St. George, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. Syze	Trainmaster, Chairman
B. F. Kelly	Assistant Trainmaster, Vice-Chairman
W. B. Redgrave	Engineer Maintenance of Way
J. S. Sheafe	Master Mechanic
A. Conley	Road Foreman of Engines
J. B. Sharp	Coal Agent
Dr. F. De Revere	Physician and Surgeon
Captain James A. Campbell	Captain of Police
Captain C. H. Koehler	Superintendent of Ferries
W. J. Kenney	Legal Department
W. L. Dryden	Supervisor of Signals
E. Alley	Supervisor of Track
J. Johns	Master Carpenter, M. of W. Department
H. E. Smith	General Foreman Passenger Department
H. W. Miller	General Foreman Freight Car Department
P. Helt	Assistant Freight Car Foreman
F. Peterson	Supervisor of Station Service
M. O'Hearn	General Yardmaster
S. G. Eilenberger	Division Operator and Chief Train Dispatcher
H. Lawrence	Draughtsman, Marine Department
T. C. Gambrill	Agent-Yardmaster, Arlington
D. A. McLaughlin	Agent-Yardmaster, Cranford Junct.
M. Hefftner	Shop Foreman
R. H. Taxter	Freight Conductor
R. E. Collins	Passenger Conductor
F. E. Horan	Locomotive Engineer
A. Roming	Yard Brakeman
L. Magee	Yard Brakeman

David Dillon, boilermaker's helper, is still confined to his home on account of illness. During the past month the boys at Clifton shops turned $77.00 over to Mr. and Mrs. Dillon, for which they were very grateful.

The sympathy of all goes out to the family of J. McGovern, on account of his recent death. For a number of years, Mr. McGovern was employed as a blacksmith at Clifton shops. His son, John McGovern, is now chief clerk to general traffic agent.

Ben Thompson spent his vacation at Smithtown, L. I.

Reinhard Groeling, chief clerk to master mechanic, and wife have returned from a pleasant trip to Sparta, N. J.

E. Alley, track supervisor, recently visited Lexington, Ky.

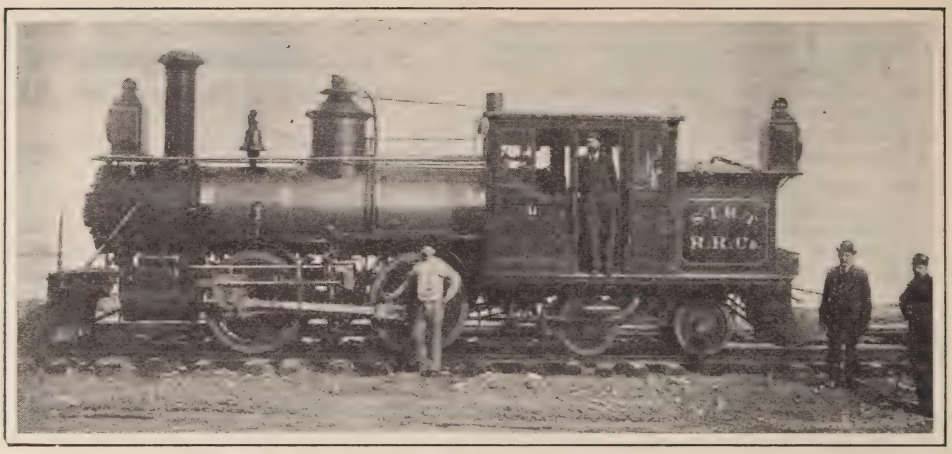
W. L. Dryden, signal supervisor, accompanied the Old Guard to the Centennial in Baltimore.

J. H. Bowditch, assistant engineer maintenance of way, spent his vacation at theho me of his father in Uhrichsville, Ohio.

Carl H. Anderson, clerk and messenger of the general superintendent's office at St. George, has been promoted to clerk in the car accountant's office at Pier 6, St. George. Everyone wishes Carl good luck in his new position.

Engineer Chas. Wynans, Sr., and wife spent their vacation at Port Jervis.

M. Rhody, yardmaster's clerk, had a fine time at Niagara Falls on his vacation.



S. I. R. T. No. 6 TAKEN AT ST. GEORGE IN 1885

The accompanying picture is of S. I. R. T. engine No. 6 taken at St. George in September 1885, by Wm. Wiman, eldest son of Erastus Wiman. This engine hauled Mr. Robert Garrett in a special train from St. George to the Pavilion Hotel at New Brighton, where a banquet was tendered to him in celebration of the acquisition of the lines on Staten Island by the Baltimore & Ohio. Engineer Harry Bowen is standing in the cab door. He was later master mechanic. Engineer Wm. Darnell is standing alongside engine. Mr. Darnell is still in service and can relate interesting tales of the olden days. Superintendent of tracks Wm. Freeman and conductor Albert Wyler are shown near tank of engine.

Max Hefftner, machinist foreman, Clifton shops, has been appointed assistant roundhouse foreman, Cumberland shops and has taken up his duties at that point. Mr. Hefftner has been at the Clifton shops for the past eleven years and received this appointment in consideration of his good work and general ability. This appointment is worthy of attention in-asmuch as it is the first time a Staten Island man has been appointed to a position on the Company's main line. J. E. Woods has been appointed in Mr. Hefftner's place at Clifton shops.

All the boys extend their sympathy to fireman George Seaton, on account of the death of his mother.

Thos. Martin has been appointed lighterage clerk.

Everett Moore, until recently car accountant clerk, has been made weight clerk.

Frank Zickl, former dock clerk, is now night timekeeper. George Thall has been appointed dock clerk.

John Evans, tonnage clerk, spent a very pleasant vacation at Winfall, N. C., with his grandparents.

Chas. Dunham, clerk, made an enjoyable visit at Bellefonte, Pa.

We note with pleasure that our winsome telephone operator, Miss M. S. Smith, has again resumed duty after having spent a very pleasant vacation in Middletown, N. Y.

Conductor D. B. Hayes, 2nd P. A. Division run, smilingly states that he had a very interesting trip to Montreal, via Lake Champlain.

Conductor W. L. Ford and family have returned from their vacation spent at Quebec, Canada.

Chief clerk to G. Y. M., A. Volpi, and wife, have returned to the Island after visiting relatives at Coapague, Long Island.

Yardmaster's clerk, John Langford, recently returned from a delightful trip to Chicago.

A. Stuhl, stenographer in the general superintendent's office, spent his vacation taking a trip over the entire System.

Yardmaster D. A. McLaughlin, Cranford Jct., and wife spent their vacation with relatives at Myersdale, Pa.

Yardmaster T. C. Gambrall, Arlington, and wife, enjoyed the sights of Washington while on their vacation.

Conductor R. E. Collins, active member of the Safety Committee and C. M. Davis, chief clerk to the trainmaster and secretary to the Safety Committee, not only believe in Safety First, but in seeing America First, they having recently returned from a very interesting and profitable trip to Glacier National Park, Mont.

General yardmaster Ohearn, is again back in the harness, having spent a very instructive vacation visiting the various freight yards of the Company at Philadelphia, Brunswick, Martinsburg and Cumberland.

Conductor J. H. Sullivan, "Pop Sullivan," has been telling his friends about the large fish he almost caught while on his vacation along the Jersey Coast.

Yardmaster A. G. Garver and wife enjoyed their vacation visiting friends in Cincinnati.

W. T. Warren, stenographer in the general superintendent's office, visited Chicago, Milwaukee, Toledo, Cleveland and Buffalo, but funds were getting low so he had to beat it home.

F. Nodocker, clerk in the general superintendent's office, and J. Furman and wife, E. M. of W.'s office, have started on an extensive tour of the west; Denver and Estes Park, Colorado being their destination. They expect to spend considerable time in Denver.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*
Philadelphia

DIVISIONAL SAFETY COMMITTEE

P. C. ALLEN	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
H. M. CHURCH	Division Engineer
T. B. FRANKLIN	Terminal Agent
WM. SINNOTT	Master Mechanic
H. K. HARTMAN	Chief Train Dispatcher
F. H. LAMB	Division Claim Agent
DR. C. W. PENCE	Medical Examiner
S. M. HOY	Assistant Yardmaster
T. E. THOMAS	Master Carpenter
S. B. KELLER	Signal Supervisor
W. F. GATCHELL	Relief Agent
WM. CHAPMAN	Truck Packer
O. I. DALEY	Car Inspector
GEORGE GENNER	Machinist
I. N. LUCAS	Road Engineer
W. S. CHAMBERS	Yard Engineer
W. M. GABLER	Road Foreman
W. T. CHURCH	Yard Fireman
G. A. GOSLIN	Yard Conductor
O. R. MOUNT	Yard Conductor
J. M. CHRISTIE	Road Conductor
R. W. DILL	Operator
H. H. CARVER	Freight Agent
J. C. BASFORD	Assistant Road Foreman of Engines
R. C. ACTON	Secretary
J. R. MALONE	Supervisor, Havre-de-Grace, Md.

The many friends of P. J. Fessenden, B. & B. clerk, superintendent's office, Philadelphia, will be sorry to hear of his sickness. He is now at home with his parents at Miffinsburg, Pa.

J. E. Sentman, road foreman of engines, has been confined to the house for the past several weeks suffering from quinzy.

J. C. Richardson, chief clerk, and H. S. Benedict, timekeeper, attended the meeting of chief clerks and timekeepers in Baltimore, September 8th and 9th.

P. C. Allen, superintendent, spent a few days with his parents at Edgartown, Mass.

The Veteran Employes' Association, Philadelphia Division, held their outing at Atlantic City, N. J., on September 24th, over 300 members and members of their families, going on special train tendered by the officials of the P. & R. R'y. The outing was enjoyed very much by all those who availed themselves of it.

W. H. Dickerson was appointed master mechanic, Philadelphia Division, September 15th, 1914, vice William Sinnott, assigned to other duties.

On Labor Day our team met and defeated the strong 36th Ward team of South Philadelphia. Score: Baltimore & Ohio, 12; 36th Ward 7.

From the start to finish the game was close and exciting, but in the 8th and 9th frames, our superior batting earned a total of 7 runs.

The Baltimore & Ohio team has yet to meet its first defeat of the year, and has among its victories, two wins over Company teams from different divisions.

Manager McCann made a great effort to arrange a game with our fellow employes at Cum-



No. 2 TAKING WATER AT FULL SPEED ON PHILADELPHIA DIVISION



PHILADELPHIA DIVISION SAFETY COMMITTEE AT HAVRE DE GRACE, AUGUST 27, 1914.

berland, but it was found impossible on account of Manager Culbaugh's being unable to secure grounds there.

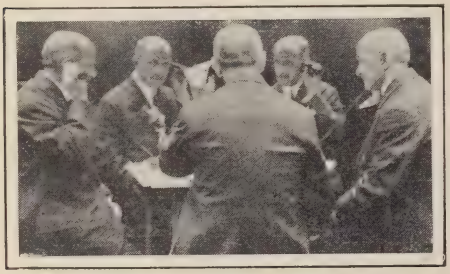
David Morris has succeeded James McCann as manager of the team for the season 1915. He has already signed some good material from different departments, and the outlook for next season is very bright.

On September 27th, our Safety Committee varied from its usual practice by making an inspection of the division, stopping at the Philadelphia Terminals, Chester, Wilmington, East Yard, Newark, Elk Mills, Childs, Havre de Grace and Aberdeen.

Each member of the Committee was furnished with a note book and was requested to make notes embodying safety suggestions, economy, better operation, general appearances, etc.

They are to write up their suggestions and it is expected that many valuable ones will be received.

The committe took luncheon at the Harford House, Havre de Grace, and after luncheon were escorted in carriages around the city for about twenty minutes by a committee consisting of the mayor and his assistants. Most of the members returned to their homes on train No. 136.



J. C. RICHARDSON, CHIEF CLERK, PHILADELPHIA DIVISION, TALKING TO HIMSELF

BALTIMORE DIVISION

Correspondent, W. H. Schide, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. Hobbs.....Chairman
C. A. Mewshaw.....Vice-Chairman
T. E. Stacey.....Secretary, Y. M. C. A., Riverside
E. K. Smith.....Secretary, Y. M. C. A., Brunswick
G. H. Winslow.....Secretary, Y. M. C. A., Wash. Term.
Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington
R. B. Banks.....Division Claim Agent, Baltimore, Md.
J. P. Kavanagh.....Assistant Superintendent, Camden
E. C. Shipley.....Road Foreman of Engines, Riverside
E. E. Hurloch.....Division Operator, Camden
H. S. Wilson.....Relief Agent, Hanover
J. B. Parks.....Yard Conductor, Curtis Bay
J. E. Rider.....Yard Conductor, Locust Point
H. T. Steinfelt.....Yard Conductor, Camden
G. H. Dicus.....Train Baggageman, Camden
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Transfer Agent, Brunswick
A. M. Kinstendorff.....Agent, Camden
J. T. A. Deck.....Engineer, Riverside
J. M. Schmidtman.....Brakeman, Bay View
J. W. Simmons.....Fireman, Riverside
J. G. Kaidel.....Yard Conductor, Mt. Clare Junction
J. O. Jennings.....Brakeman, Brunswick
W. J. Knighton.....Brakeman, Washington
J. T. Matthews.....Foreman, Washington
W. I. Trench.....Division Engineer, Camden
A. G. Zepp.....Supervisor, Camden
T. A. Sigafoose.....Track Foreman, Brunswick
S. C. Tanner.....Master Carpenter, Camden
J. Kirkpatrick.....Master Mechanic, Riverside
Wm. A. Keys.....Material Man, Washington
C. G. Edmonds.....Painter Foreman, Riverside
R. H. Williams, Jr.....Clerk, Bailey's
W. H. Lehner.....Car Inspector, Camden
G. Kermig.....Car Inspector, Camden
A. L. Hirshauer.....Car Inspector, Curtis Bay
R. J. Doll.....Car Inspector, Locust Point
C. E. Davis.....Car Inspector, Locust Point
Ed. Keene.....Car Inspector, Locust Point
Geo. J. Diamond.....Airbrake Inspector, Bay View
C. W. C. Smith.....Machinist, Brunswick
J. G. Paffenberger.....Work Checker, Brunswick
W. O. Worden.....Car Repairman, Mt. Clare Junction

Anent a bill now pending in Congress for the payment of $200,000.00 to the bankers of Frederick, Md., to reimburse them for that amount of money captured, during the Civil War, Frank J. Connor, an old Baltimore & Ohio employe, referring to the march of General Jubal E. Early against Washington, D.C., at that time, recently wrote the editor of the Baltimore *Sun* as follows:

"I was only a boy 17 years old at that time, employed by the Baltimore & Ohio at Annapolis Junction as night operator. July 14th, 1864, the regular passenger train arrived about 3 p. m. The conductor and train hands were in great excitement, and notified the day operator it was his last chance to get to Baltimore in safety, as the rebel soldiers were seen along the line with the necessary implements to tear up the track. At that time there was only a single track and switches. He cut all the wires and removed the instruments to the baggage car. The whole village stampeded to Baltimore and Annapolis. The small office was near the platform. I remained and passed a sleepless night. Once during the night I noticed cavalry scouts. After breakfast, in company with Mr. Jeremiah Latchford, I went to Relay House in a buggy and reported the situation to general E. B. Tyler, commanding at that point, and told him if he would give me a squad of soldiers I would make an effort to get the train service renewed. At the call of the bugle the soldiers were soon ready with their guns. A hand car was pressed into service, and as many as could crowded on the car with me, and having a pocket instrument, we pulled out with cheers. Arriving at the Junction, the soldiers were ordered to patrol south and drop off a man at intervals, to report if the track was all right. After waiting about 50 minutes encouraging reports came. In the meantime, I had fished out of the network of wires conductors to establish communication with Washington and Camden Station. Wiring Master of Transportation William P. Smith the situation. he ordered a special train with a leading engine in advance to start out at once, to keep a sharp lookout and pick up the patroling "Bucktails," a Pennsylvania regiment.

"When the news came to Baltimore that the telegraph wires and railroad trains were abandoned between Baltimore and Washington, it caused a paralysis throughout the northern and western States, fearing general Early had captured the city. All the roads—Northern Central, Philadelphia, Washington & Baltimore and Baltimore & Ohio—were blockaded with troops en route for Washington, but could not move a wheel. About 3.30 p. m. the special was speeding past the Junction to Baltimore. The restoration of wires and train service by my prompt action was the key to the whole situation in thwarting general Early's plan to visit Washington, as the immense army that was en route was sent to Washington, day and night, in large convoys for weeks. I am in my sixty-eighth year now and feel proud of this achievement in my boyhood days.

FRANK J. CONNOR."

Fullerton, Baltimore County, Md., Feb. 24th.

MT. CLARE SHOPS

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

P. CONNIFF	Superintendent of Shops, Chairman
H. A. BEAUMONT	Gen'l Foreman, Car Dept., Sub-Chairman
S. R. CARTER	Machinist, Erecting Shop
H. OVERBY	Machinist, Erecting Shop
J. P. REINARDT	Fire Marshal, Axle and Blacksmith Shops and Power Plant
H. C. YEALDHALL	Boilermaker, Boiler Shop
R. W. CHESNEY	Brass Moulder, Brass Foundry
H. E. FOUNTAIN	Iron Moulder, Iron Foundry
J. L. WARD	Machinist, No. 1 Machine Shop
J. O. PERIN	Machinist, No. 2 Machine Shop
H. E. HAVESLOOP	Tender, Pipe, Tin and Tender Shops
GEO. R. LEITCH	Manager, Printing Department
H. H. BURNS	Car Repairman, Mt. Clare
T. H. BACKENDORF	Gang Foreman, Mt. Clare Middle Yard
A. F. BECKER	Painter, Mt. Clare
JOS. W. SMITH	Car Builder, Passenger Car Erecting Shop
L. BEAUMONT	Shop Carpenter, Cabinet Shop

J. C. McCaughan, chief clerk to storekeeper at Mt. Clare, was married on September 16th in McKeesport, Pa. We now see that the weekly visits have proved of material value and we all wish him prosperity and happiness.

The accompanying picture is of W. H. McKenzie, Jr., who entered the service as a machinist apprentice, May 1st, 1906, served his time, and is now one of our best machinists. His specialty is valve lathe work. His father, W. H. McKenzie, Sr., has worked in No. 2 machine shop ever since it has been built, principally on bell work and front end main rod brasses. He is now on the pending pension list. May his son prosper as his father has.



W. H. McKENZIE, JR., No. 2 MACHINE SHOP, MT. CLARE



EMPLOYES OF No. 1 MACHINE SHOP, MT. CLARE—DAVID ANDREWS, FOREMAN, IN CENTER.

Why doesn't James Button stay away from the 100 block of Poppleton Street on Tuesdays, Thursdays and Sundays? Popular question No. 1.

A. L. Miller, clerk in storekeeper's office at Mt. Clare, who is to fill the position vacated by Henry Leonard has the matrimonial bee in his bonnet, too!

J. S. Shivers, material distributor at Mt. Clare, was married on August 26th. Congratulations and good luck.

W. W. Mattinly, scrap yard foreman and weighmaster at Mt. Clare, has been in the Blue Ridge mountains for the benefit of his health.

The office of the storekeeper at Mt. Clare was tastefully decorated with American flags and bunting during the Centennial of the Star Spangled Banner and received favorable comments from all who saw it.

J. Harry Grace and W. T. Jackson of the superintendent's shops' office, made a five day trip to Norfolk, Va., on August 22nd. We are wondering why they made the trip.

E. S. Roney, piecework inspector of No. 2 machine shop, and wife spent their vacation on West River.

L. A. Heinzenberger spent a day at Atlantic City, August 29th, 1914, salt water bathing.

C. A. Hooper, No. 2 machine shop, made a trip to New York city for a few days, and one of the objects that he saw was a mammoth skeleton of an elephant. He claims that it surpasses the one of "Jumbo" and that if the rafters were taken out of No. 2 machine shop we would be unable to put the skeleton in the shop. Some people see awful things while making these flying trips.

The boys of Mt. Clare storehouse send their heartiest congratulation to Jos. Shriver and wife. Joseph, you certainly did look good Wednesday, August 26th, 6.00 p. m. at St. Martin's church. By the way, when is W. A. Froehlich, car checker, going to get the knot tied? We understand he was "best man" at your wedding. He must be practicing for his own. He surely has our best wishes.

It is easy to recognize the accompanying cartoon of John O. Perin. Friend Jack is always busy around Mt. Clare looking after the safety of his fellow-workmen, reporting any unsanitary conditions that may exist, and carrying flowers to the bereaved families of departed friends. May his good work long continue. That Mr. Perin is fond of good company may be seen from the following list of the associations with which he is connected: Millington Lodge, No. 166, A. F. & A. M., P. M., Baltimore Chapter No. 4, O. E. S., P. P. & P. G. P., member of Sanitary Committee, president Baltimore & Ohio Floral Association Baltimore & Ohio Safety Committee, Baltimore & Ohio Veteran, Morning Star Council, No. 10, Jr. O. U. A. M., P. C.



W. R. Gettier, timekeeper, has just returned from his honeymoon. Mr. and Mrs. Gettier have our very best wishes for a long and happy life.

Several months ago Mr. Gardner, assistant superintendent of shops, made a brief speech on the subject of matrimony, naming a nominal sum on which to get married. Since that time it appears that several young gentlemen in the office have taken his advice and wedded pretty damsels.

WASHINGTON TERMINAL

G. H. Winslow, Correspondent

What is said to be the model post office of the United States, was recently opened for the transaction of business. It adjoins the Union Station and is one of the handsomest of the Governments buildings in the District. The interior is beautifully designed with a large corridor from which open the conveniently arranged departments where the wants of the public can be quickly supplied.

Carved marble and bronze writing tables with glass tops are provided. The facilities for purchasing stamps, obtaining money orders and mailing letters and packages are ample.

For the rapid handling of the mail the most modern machinery has been installed, eliminating the necessity of running trucks about the building. Overhead conveyors carry the mail to the various places where wanted. The sorting cases and files are all of the latest design. Each piece of mail is distributed in its proper place without duplication of handling, making the service rapid and up to the standard.

Abundant light, both natural and artificial, is provided by the large windows and the electrical system; not only giving the necessary illumination, but also furnishing handsome decorations as well.

While the public is considering the convenient appointments of the post office it ought also to remember the large and important part of the railroads in contributing to the rapid and efficient service rendered. Without the railroads with their systematic organization it would be impossible to depend on the safe transportation of the messages and material entrusted to the care of the mails.

It is one of the chief factors in enabling the post office department to serve us so easily, and as we know the importance of the mail service, let due credit be given the railroad companies for their very essential share of the work.

The Terminal R. R. Y. M. C. A. Bowling League reorganized for the season of 1914-1915, with the following officers: Frank Stanley, president; B. B. Fulk, vice-president; G. H. Winslow, secretary; O. J. Rider, treasurer. Eight teams will compete, viz.: Auditors, Transportation, Electricians, Southern, Freight, Car Department, Disbursing Department, Store Room.

CUMBERLAND DIVISION

Correspondents

W. C. MONTIGNANI, *Y. M. C. A. Secretary* Cumberland
H. H. SUMMERS, South Cumberland
T. F. SHAFFER, North Cumberland
W. L. STEPHENS, Martinsburg
E. H. RAVENSCRAFT, Keyser

J. W. KELLY, JR.....Superintendent, Chairman
E. J. LAMPERT.....Assistant Superintendent, Vice-Chairman
J. W. DENEEN.....Trainmaster, Vice-Chairman
H. C. MCADAMS.....Terminal Trainmaster
T. F. SHAFFER.....Secretary to Superintendent, Secretary
W. C. MONTIGNANI.....Secretary, Y. M. C. A.
O. S. W. FAZENBAKER..Chief Clerk, Trainmaster, Secretary
I. S. SPONSELLER.....Supervisor
F. A. TAYLOR.....Master Carpenter
E. P. WELSHONCE.....Trainmaster
M. A. CARNEY.....Road Foreman of Engines
L. J. WILMOTH.....Road Foreman of Engines
T. R. STEWART.....Master Mechanic
D. H. WATSON.....Assistant Master Mechanic
W. W. CALDER.....General Car Foreman
P. PETRI.....Division Engineer
J. G. LESTER.....Signal Supervisor
W. H. LINN.....General Yardmaster
V. P. DRUGAN.....Assistant Division Engineer
G. R. BRAMBLE.....Agent
W. D. STROUSE.....Agent
A. ERDMAN.....Coal Billing Agent
J. M. DAVIS.....Agent
H. P. STUCK.....Agent
C. A. FLEEGLE.....Agent
W. V. FARRELL.....Agent
J. Z. TERRELL.....Agent
H. R. COOLE.....Agent
Z. D. HENSELL.....Agent
J. C. TONRY.....Agent
W. S. HARIG.....Division Claim Agent
J. W. MARTIN.....Relief Agent
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DOERNER.....Medical Examiner
DR. E. A. RAPHEL.....Medical Examiner
DR. F. H. D. BISER.....Medical Examiner
H. E. NORRIS.....Conductor
A. Y. WILSON.....Machinist
H. RUPENTHAL.....Engineer
G. W. MERCER.....Conductor
J. M. PHILLIPS.....Conductor
W. B. TANSILL.....Car Inspector
O. E. SPOTTS.....Machinist
L. A. RIZER.....Brakeman
A. N. JEFFRIES.....Operator
E. LOWERY.....Conductor
W. H. BROOM.....Wreckmaster



OSCAR W. FAZENBAKER AND HIS TWO SONS

This is a picture of O. S. W. Fazenbaker and his two boys, W. E. and O. S. W., Jr. Mr. Fazenbaker entered the service as clerk, July 1st, 1902, in the master mechanic's office at Cumberland, and has worked for the road foreman, storekeeper, yard office, chief train dispatcher, trainmaster and as secretary to assistant superintendent, and secretary of West End Safety Committee. Last year this picture was taken while J. M. Scott, now superintendent at Grafton, was assistant superintendent at Keyser. He had an office baseball team which won fourteen games out of seventeen played. Mr. Scott, was always interested to know how the games turned out. Mr. Fazenbaker enjoys the best of health and believes in outdoor exercise for the boys. During the time he has been with the Company he has been a borrower from the Relief Association and has built a house in which he has been living for the past five years.

On September 1st, Mrs. Montignani presented secretary Montignani with a son and heir. The boy is called after his father, William Charles, Jr.

On September 25th, the Company bowling league was organized, and teams representing the various departments of the railroad service formed. The league starts the 15th of October and will continue until the end of March. Between sixty and seventy men have joined the league.

The apprentices of the shops of South Cumberland are delighted over the organization of a mechanical drawing class. The boys come twice a week to the Y. M. C. A. building from seven to nine. The class is under the supervision of Mr. Cromwell, with P. Lacey as associate teacher. Already the boys are making splendid headway, and some of them are doing good work on their papers.

MARTINSBURG

John C. Hibbert, of the yard force, and daughter have returned from a fifteen-day trip to Oklahoma, where they visited Mr. Hibbert's brother, whom he had not seen for twenty years.

John thinks the west is fine, but Martinsburg and Berkeley County still seem good enough for him.

Herbert Edwards, son of storekeeper W. G. Edwards, recently paid his old home a visit. Herbert is well known to all the boys at the shop and received the glad hand all around. He is employed by the "St. Paul" at Chicago, Ill.

Charles Imbach of the machine shop force is the proud father of a young son, born September 9th.

Bernard Brown, yard brakeman, is quite set up these days. No, it is not a trainman—unless the suffragettes decide to enter railroading—it is a baby girl.

Albert Edward Zepp and Miss Love Mae Perry were married at Washington, D. C., on September 16th. Mr. Zepp is the son of conductor Andrew Zepp, and is in the employ of the Baltimore & Ohio at Keyser, W. Va., where he is an efficient and popular employe. Mrs. Zepp is an attractive and popular young lady with a wide circle of friends in this city. After the ceremony at the Hotel Raleigh, Mr. and Mrs. Zepp left Washington on a trip to Philadelphia, New York and points in Canada. They will reside in Keyser.

Mrs. Ella S. Cuddy, wife of engineer W. L. Cuddy, died at the King's Daughters Hospital, this city, on September 1st, after a long illness. Mrs. Cuddy spent her entire life of over sixty years as a resident of this county. She was a woman of strong Christian character. The funeral services were held at St. John's Lutheran Church, of which she had long been a member, on September 3rd. Interment was in Green Hill Cemetery. Mrs. Cuddy was a member of the Ladies' Auxiliary of the B. of L. E.



DANIEL VERNON HOCKENBERRY
Son of Engineer and Mrs. Alonzo Hockenberry

Father Time, with relentless scythe, has taken another sheaf from the ranks of the Baltimore & Ohio Veterans' Association. Franklin S. McBee, retired conductor, died at his home in this city on September 2nd, at the age of eighty-three years. His illness extended over several weeks and this, together with his advanced age, taxed his strength to such an extent that he was unable to rally. During the Civil War he served in Company F, Second Regiment, Maryland Cavalry. After the war he entered the employ of the Baltimore & Ohio, serving continuously until a few years ago when he was placed on the pension list. Funeral services were held at the late home on Virginia Avenue, the remains being borne to their last resting place by friends and members of the Veterans' Association. The pallbearers were Messrs. Z. T. Brantner, John Snowden, William Westrater, Asa McKeever, Thomas Turner and James Hartley.

The accompanying photograph is of Daniel Vernon Hockenberry, four months old son of Mr. and Mrs. Alonza Hockenberry. The proud father is an engineer on the Cumberland Division. Will the little fellow become an engineer? You bet!

Superintendent Brantner has returned from his vacation spent in traveling through the west. He reports a profitable and pleasant trip. May he live to enjoy many more.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

S. A. JORDAN	Superintendent, Chairman
DR. J. F. WARD	Medical Examiner
H. F. HOUSER	Road Foreman of Engines
E. D. CALVERT	Supervisor
S. J. LICHLITER	Supervisor
J. A. ROEDER	Engineer
C. R. DONOVAN	Brakeman

Chief train dispatcher J. C. Smith enjoyed a well earned vacation, dispatcher W. Ray Smith acting as chief dispatcher during his absence.

The friends of the three Roger Brothers, employed on the Shenandoah Division, E. E., agent and operator at Middletown, Va., P. S., agent and operator at East Lexington, Va., and C. L., clerk at East Lexington, regret very much to learn of the death of their sister, which occurred near Front Royal, Va., recently.

The many friends of Mrs. Harloe, daughter of supervisor E. D. Calvert, regret to learn of her serious illness. Mrs. Harloe is a bride of a few months. It is hoped she will soon have recovered her health.

Agent C. C. Hite of Lexington, Va., with Mrs. Hite, spent his vacation in Maryland and Clark County, Va. E. C. Houser acted as agent at Lexington during his absence.

F. W. Snyder, of Winchester, acted as agent at Middletown during the absence of E. E. Rogers.

Your correspondent had the pleasure of attending a business meeting of the chief clerks and timekeepers of the System in Baltimore, September 8th and 9th. We enjoyed renewing old friendships and making new ones. Our third vice-president favored us with a short talk, which was very much appreciated by all present.

Brakeman and extra conductors C. R. Donovan and D. M. Phalen, are on the sick list. Their friends hope that they will soon be able to resume duty.

Mrs. S. A. Jordan and daughter have returned from a visit to friends in Kentucky.

H. F. Houser, road foreman of engines, attended a meeting of the road foremen in Chicago on the 15th and 16th of September.

MONONGAH DIVISION

Correspondent, C. L. Ford, *Assistant Chief Clerk*, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. Scott.....Superintendent, Chairman, Grafton
E. T. Brown.....Division Engineer, Grafton
M. H. Oakes.....Master Mechanic, Grafton
E. D. Griffin.....Trainmaster, Grafton
T. K. Faherty.....Road Foreman, Grafton
Dr. E. A. Fleetwood.....Clarksburg
M. F. Green.....Division Operator, Grafton
Dr. C. A. Sinsel.....Medical Examiner, Grafton
W. T. Hopke.....Master Carpenter, Grafton
J. D. Anthony.....Division Agent, Grafton
W. H. Welsh.....Signal Supervisor, Grafton
M. B. Nuzum.....General Yardmaster, Grafton
W. O. Bolin.....General Car Foreman, Grafton
W. N. Malone.....Supervisor, Grafton
J. O. Martin.....Claim Agent, Grafton
A. E. Malone.....Machinist, Weston
C. F. Zimmer.....Night Foreman, W. Va. & P. Jct.
P. B. Phinney.....Agent, Grafton
S. H. Wells.....Agent, Clarksburg
B. Thompson.....Agent, Fairmont
R. R. Hale.....Agent, Weston
M. M. Morrison.....Section Foreman, Bridgeport
W. P. Clark.....Machinist, Grafton
R. G. Burnup.....Machinist, Fairmont
F. Price.....Assistant Car Foreman, Fairmont
G. M. Shaw.....Engineer, Fairmont
C. E. Hardman.....Engineer, Weston
J. E. Bennett.....Fireman, Grafton
C. A. Michael.....Yard Fireman, Grafton
W. R. Williams.....Yard Conductor, Grafton
N. D. Rice.....Brakeman, Grafton
C. R. Hughes.....Warehouse Foreman, Clarksburg
E. E. Newlon.....Carpenter, Grafton
W. C. Barnes.....Assistant Shop Clerk, Secretary, Grafton

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator* Clover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. Green.....Superintendent, Chairman, Wheeling
C. H. Bonnesen.....Trainmaster
G. F. Eberly.....Division Engineer
J. Bleasdale.....Master Mechanic
M. B. Rickey.....Division Operator
W. F. Ross.....Road Foreman of Engines
M. C. Smith.....Claim Agent, Wheeling
C. M. Criswell.....Agent, Wheeling
J. H. Kellar.....Relief Agent, Wheeling
Dr. C. E. Pratt.....Medical Examiner, Wheeling
Dr. J. E. Hurley.....Medical Examiner, Benwood
E. L. Parker.....Conductor
F. A. Haggerty.....Operator
O. A. Van Fossen.....Car Inspector, Holloway
E. S. Williams.....Machinist, Holloway
W. Gandy.....Car Repairman, Benwood
S. Sloan.....Shopman, Cameron
A. Dixon.....Engineer, Benwood (Yard)
T. H. Brewster.....Conductor, Benwood (Yard)
P. McCann.....Fireman, Benwood
E. Wilkinson.....Agent
E. M. Pomeroy.....Agent
G. Adlesberger.....Car Foreman
L. M. Collins.....Car Foreman
L. B. Kemm.....Master Carpenter
J. T. Coyne.....Section Foreman
L. D. McCollough.....Track Supervisor
H. Haggerty.....Track Supervisor
P. Murtaugh.....Track Supervisor
T. C. Stonecipher.....Track Supervisor
D. Pierce.....Signal Supervisor

E. C. Mobley, car distributor, has returned to duty after a trip to Baltimore.

G. R. Fitzgerald, transportation clerk, has returned to duty after a two weeks' vacation.

Alfred Paull, clerk to J. F. Bowden, district superintendent of motive power, has been transferred to the Baltimore office.

Edward Carney has accepted a position in the office of the division engineer, as stenographer to the master carpenter.

James R. Flynn, stenographer to division engineer G. F. Eberly, made a flying trip to Kansas City on a short vacation.

Edward Deusch, timekeeper in the maintenance of way department, has returned to duty after a two weeks' vacation.

J. F. Jewell, file clerk, Wheeling office, is off duty suffering from a severe attack of typhoid fever. We are all sorry to learn of John's illness and wish for his speedy recovery.

W. F. Ross, road foreman of engines, attended the convention of Engineers held at Chicago, Ill.

W. M. Clemans, chief clerk to district superintendent of motive power G. A. Schmaoll, of Pittsburgh, and formerly of Wheeling, has been promoted to chief clerk to superintendent of motive power, with headquarters at Baltimore.

H. W. Stoehr, stationmaster, has returned to duty after a two weeks' vacation.

It is reported that James R. Flynn, stenographer to division engineer Eberly, will shortly bring in a bushel of apples which are to be used for a "feast" in the Wheeling office.

Cornelius Donovan, file clerk to general superintendent U. B. Williams, has returned to duty after a pleasant vacation spent in Baltimore, New York, Boston, and other eastern points of interest.

During the big West Virginia State Fair held at Wheeling, September 7th, 8th, 9th, 10th and 11th, the passengers attending from points along the main line were handled in first class manner. An extra coach was attached to trains Nos. 4 and 17 each day, commencing Tuesday, September 8th, and an extra brakeman and conductor put on same to help handle the excess travel. On Wednesday and Thursday, September 9th and 10th, a special train was run from Grafton

to Wheeling, returning in the evening of each day. A special train was also run from the Ohio River Division on Thursday, September 10th. The conductors report heavy travel on all trains during the entire week.

B. B. Gorsuch, conductor of passenger trains Nos. 2 and 17, has returned to duty after a short vacation. The captain reports a good time and says he is ready for a busy winter.

On Monday, September 14th, occurred the death of Thomas A. Daily, commonly known as "Commodore." Mr. Daily entered the service of the Baltimore & Ohio Railroad in February, 1864, as telegraph operator, in which service he remained until his death. He was one of the most efficient telegraphers in the service. When the late Mr. Fitzgerald was general manager of the Company, he was heard to make the statement that Mr. Daily was the best all around operator on the entire System, always full of information and ready to answer any questions relative to positions of trains, etc., that might be asked him. In appearance Mr. Daily was the exact resemblance of Buffalo Bill, as his hobby was to wear his hair very long. He had the record of having taught more students the art of telegraphy than any man on the System, our present general manager, C. W. Galloway, being one of the number. His host of friends were shocked at the news of his death, and the Baltimore & Ohio Railroad will certainly miss the valuable services of the Grand Old Man.

Engineman "Andy" Westfall is able to be out again after a severe and prolonged attack of blood poisoning.

The always busy stork paid the home of conductor L. A. Bell a visit August 23rd, and left a baby boy. A few days later Mr. Bell shouldered his gun and started for the wilds of Roseby Rock, where he expected to capture a nice fat groundhog to replenish his larder on account of the increase in family.

Brakeman H. J. Moore, who fell from the top of a car on the Underwood Mine run September 3rd, is improving, to the delight of his many friends. His life was despaired of for some time.

The many friends of passenger conductor J. P. Hickey are glad to see him back at his post after an absence of several months on account of blood poisoning in his hand, caused by a slight scratch on the finger. The member had to be amputated to save his life.

OHIO RIVER DIVISION

Correspondent, J. H. Oatey, *Y. M. C. A. Secretary*, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. Bryan	Superintendent, Chairman
S. P. Riffle	Yardman, Parkersburg
R. T. Everett	Yardman, Huntington
J. W. Matheny	Engineer
C. C. Mader	Fireman
J. P. Duval	Conductor
C. F. Branham	Brakeman
W. A. Butcher	Shopman, Car Department
J. W. Bohn	Machinist
J. K. Cromley	Agent, Ravenswood
J. G. Umpleby	Agent, Sistersville
H. M. McPherson	Platform Foreman, Parkersburg
J. J. Flaherty	Platform Foreman, Huntington
H. G. Bailey	Yard Track Foreman
Grant Haven	Tin and Pipe Shop Foreman
P. J. Moran	Yardman, Parkersburg
L. W. Strater	Maintenance of Way
W. E. Kennedy	Claim Department
A. J. Bossyns	Relief Department
J. H. Oatey	Y. M. C. A.
C. F. Casper	Chief Train Dispatcher and Division Operator
S. S. Johnson	Supervisor
G. M. Bryan	Supervisor
Jno. Landers	Supervisor
F. P. Coe	Master Carpenter
J. S. Echols	Chief Clerk to Agent, Parkersburg
R. E. Barnhart	Agent-Yardmaster, Huntington
F. H. Magalis	Yardmaster
F. A. Carpenter	General Yardmaster
F. C. Moran	Trainmaster
L. M. Sorrell	Road Foreman of Engines
L. E. Haislip	Division Engineer
J. T. Luscombe	Division Master Mechanic
H. E. Pursell	Relief Agent

CLEVELAND DIVISION

Correspondent, W. T. Lechlider, *Superintendent*, Cleveland

E. Lederer, *Secretary*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. Lechlider	Superintendent, Chairman
M. H. Broughton	Ass't Superintendent, Vice-Chairman
E. Lederer	Secretary
J. E. Fahy	Trainmaster
J. A. Anderson	Master Mechanic
H. H. Harsh	Division Engineer
P. C. Loux	Road Foreman of Engines
W. J. Head	A. R. F. E. & A. T. M.
E. G. Lowery	Assistant Road Foreman of Engines
G. W. Ristine	Assistant Road Foreman of Engines
E. M. Heaton	Division Operator
J. Fitzgerald	Assistant Trainmaster
C. H. Lee	A. T. M. & G. Y. M.
F. J. Hess	Chief Dispatcher
C. H. Richards	Night Chief Dispatcher
R. D. Sykes	Medical Examiner
J. J. McGarrell	Medical Examiner
G. J. Maisch	Claim Agent
A. J. Bell	Terminal Agent, Cleveland, O.
C. E. Pierce	Terminal Agent, Lorain, O.
J. J. Herlihy	General Foreman, Cleveland, O.
J. A. Surdick	General Foreman, Lorain, O.
O. Bender	Foreman, Steel Car Dep't, Lorain, O.
B. J. Waterson	Yard Foreman, Canton, O.
J. T. McIlwain	Master Carpenter
M. B. Garrell	Locomotive Foreman, Akron Jct., O.
R. W. Bair	Engineer, Lorain ,O.
H. H. Beard	Assistant Yardmaster, Lorain, O.
J. H. Miller	Agent, Strasburg, O.
J. Cline	Assistant Yardmaster, Cleveland, O.
O. P. Eichelberger	Assistant Yardmaster, Akron Jct., O.
F. H. Garrett	Foreman, Akron Freight Station
G. A. Arganbright	Supervisor, Massillon, O.
O. F. Murray	Relief Agent
C. H. Rothgery	Assistant Storekeeper, Cleveland, O.
H. Lynch	Engineer, Cleveland, O.
S. L. McCutchin	Conductor, Cleveland, O.
S. L. Allen	Car Inspector, Canal Dover, O.
C. H. James	Brakeman, Canton, O.
A. C. Galeaz	Fireman, Lorain, O.

The editor's office notes with interest circular letters distributed over the Cleveland Division by the superintendent. Mr. Lechlider evidently appreciates the value of an appeal to the pride of his men. All of us like to make good records, but sometimes forget the



F. NICHOLS—CROSSING WATCHMAN

goal for which we are striving, which should be, irrespective of the particular kind of work in which we are engaged, a high standard of efficiency. Hence these general letters, which to a large extent appeal to the pride of the men to help the Cleveland Division stand high in its operating performance, deserve to and will undoubtedly be productive of good results.

At the safety meeting held at Cleveland, September 1st, fireman E. Close was presented with copper torch in recognition of his efforts in keeping engine No. 635 clean and neat. His engineer, A. C. Burke, would have been presented with copper oil can, but for the fact that he had previously received one of these tokens. Close was so surprised that all he could say was "Thank you."

On account his being so strict with the I. C. C boiler inspection, Form No. 1041, W. Falls, boiler inspector at Cleveland shops, has won the name of "Uncle Sam" at the shops. At that, it's a name anybody can be proud of.

Effective September 12th, J. E. Palmer was transferred to the Cleveland Division, as captain of police, vice J. A. Campbell, transferred to the New York Division. We welcome Mr. Palmer to the fold. Now may those who stray from the righteous path beware.

John Hack has left with Mrs. Hack for a trip up the lake. We wish him a good time, for he claims it's the first time he has ridden on a real boat. He ought to be seasick by this time. Nobody noticed the box of "Marsh's" he had under his arm when he left.

F. Nichols, our crossing watchman at Seville, is another member of the "Clean-em-up" brigade. One look at the picture of the crossing which he takes care of at Seville, proves that cleanliness is becoming a slogan with our crossing watchmen. The grounds about his watchbox are always neat and well kept.

G. W. Ristine, assistant road foreman of engines, is living up to his nick-name "Ingenious George." His mind works without any physical labor, like the stokers on our 4200 engines. On the night of August 4th, engine No. 162 was reported at Warwick leaking badly, and hostler at that point was unable to make the necessary repairs required to keep the engine working the balance of the night. George was instructed to go to Warwick on No. 15 to see what the trouble was and if something could not be done to keep the engine working until a more opportune time, when it could be sent to Lorain for repairs. On receipt of the message he knew just what to do. Hastily he prepared a mixture that he knew was good for leaky flues, and tied it up in a nice neat package. Arriving at the station in advance of No. 15, he waited patiently for the train, and on its arrival boarded it, feeling in love with the world and especially fond of leaky engines. At Warwick the "Doctor" picked up his case, approached the ailing engine, and after feeling its pulse, decided that he had the right dope for the trouble. The neat little box was opened and to the "Doctor's" surprise a magical change had taken place, for his medicine turned out to be a mixture of breakfast foods. "Great Heavens!" exclaimed George, "Corn Flakes and Force, this will never stop a leaky flue. The corn flakes will 'flake off' and the force will 'force' its way out of the leaks." The situation would



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Engineer D. R. Wood, of "The Twentieth Century Limited," New York Central Lines, has carried a Hamilton Watch with perfect satisfaction for years.

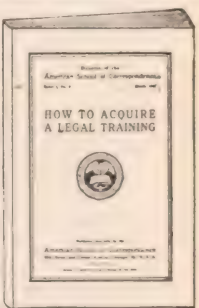
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have stumped a less active mind than George's, when the stoker in his head immediately began working and he dived for a sawdust pile. By a few deductions he arrived at the following conclusion, "If fish is meat, by jinks then sawdust must be wood, and I know all about wood and how to use it for I have carried a 'block' of it with me since I was born." By some unknown method he used the sawdust and stopped the leaks, and the engine remained in service all that night and the following day and was sent to Lorain shops the night of the 5th for permanent repairs. We wonder if the party that got George's flue medicine was able to convert it into a good, substantial breakfast food.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

J. H. JACKSON.....Superintendent (Chairman), Newark, O.
C. C. GRIMM.....Trainmaster, Newark, O.
D. L. HOST, Trainmaster and Chief Train Dispatcher, Columbus, O.
J. TORDELLA.....Division Engineer, Newark, O.
O. J. KELLY.....Master Mechanic, Newark, O.
E. C. ZINSMEISTER.....Master Carpenter, Newark, O.
E. W. DORSEY.....Signal Supervisor, Newark, O.
G. R. KIMBALL.....Division Operator, Newark, O.
J. S. LITTLE.....Road Foreman of Engines, Newark, O.
F. O. PECK, Assistant Road Foreman of Engines, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
C. L. JOHNSON.....Agent, Columbus, O.
R. E. MCKEE.....Agent, Mansfield, O.
C. R. POTTER.....Agent, Newark, O.
A. C. RICHARDS.....Agent, Zanesville, O.
M. FORDYCE.....Agent, Cambridge, O.
I. R. LANE.....Agent, Barnesville, O.
J. M. WORSTALL.....Traveling Freight Agent, Zanesville, O.
DR. A. A. CHURCH.....Medical Examiner, Newark, O.
DR. W. A. FUNK.....Medical Examiner, Zanesville, O.
F. S. MAHURD.....Supervisor, Newark, O.
J. VANDIVORT.....Conductor
A. N. GLENNAN.....Road Brakeman
C. G. MILLER.....Shopman
N. O. NEITZELT.....Section Foreman
R. C. SAWYER.....Yard Brakeman
H. W. ROBERTS.....Yard Brakeman
E. D. BANCROFT.....Secretary, Y. M. C. A., Columbus, O.
D. P. LUBY.....Shopman
J. H. THOMPSON.....Assistant Yardmaster
A. D. PIERSON.....Assistant Car Foreman
W. T. HOWARD.....Conductor
F. F. WHITE.....Engineer

H. C. Wilson, better known as "Brandy," has succeeded Harry Wilson as distribution clerk in the master mechanic's office. Harry takes a position as clerk to car foreman, succeeding Edward Gilbert, who has resigned to enter St. Xavier's College at Cincinnati.

A number of new men have been added to the shops in Newark to replace an equal number of men returned to the Zanesville shops, who were sent here after the flood of 1913. Other Zanesville men were added to the Zanesville shops, making the average number of employes about seventy. A saw shop equipped with the very latest of machinery is one of the new features of the reclamation plant at Zanesville. E. H. Hinkens is superintendent of the new plant.

Wm. R. Weiss is the proud father of a bouncing baby boy, born September 8th. "Bill" is stepping high and passing the cigars.

F. E. Cole, formerly clerk in the stores department, has succeeded Edward Dayton as clerk in the machine shop at Newark.

L. P. Stanford, machinist helper in erecting shop, has returned from a trip to Sandusky, Cedar Point and other lake ports.



HOUSE CREW, COLUMBUS YARD



CHARLES A. TONEY

The accompanying picture is of Chas. A. Toney, at present employed as janitor at the Newark passenger station.

Mr. Toney was born in Cincinnati, March 1st, 1850, and entered the service of the Baltimore & Ohio Railroad Company September 5th, 1874, as private car porter with W. C. Quincy, general manager lines west of the Ohio River, and was successively with general managers C. H. Hutson, Bradford Dunhan, Captain W. W. Peabody, and later with general superintendent J. C. Stuart and the late W. H. Harris, superintendent motive power at Newark.

In December, 1899, while with Captain Peabody, Mr. Toney took a trip around the world, visiting all the principal cities of the old country and returning to Cincinnati in June, 1900.

There are very few of the older employes of the Railroad Company who do not know "Toney" and he is a familiar figure on the lines west of the Ohio River.

Mr. Toney has three sons, one of whom, Harry A. Toney, has been employed by the Baltimore & Ohio Company for the past fifteen years.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Connellsville

DIVISIONAL SAFETY-COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFERSBERGER	Assistant Superintendent
F. G. HOSKINS	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. PIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNERS	Car Foreman
H. D. WHIP	Relief Agent
T. F. MURPHY	Car Inspector
F. FAGAN	Conductor (F. M. & P.)
J. BAINE	Conductor (S. & C.)
H. F. LIVINGSTON	Fireman
R. W. HOOVER	Train Dispatcher
J. R. KAUFFMAN	Acting Master Carpenter
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. SEATON	Conductor
M. L. MARTZ	Foreman (M. P. Dept.)
P. J. ADAMS	Inspector (M. of W.)
M. P. HEANEY	Supervisor
J. A. FLEMING	Agent
J. WARDLEY	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Agent
J. RUSSELL ANDERSON	Secretary

In a game featured by airtight pitching by Brewer and Bartholomi, the boilermakers of Connellsville shops defeated the master mechanic's office force on the evening of August 31st. The score:

	1	2	3	4	5	6	7	8	9	R	H	E
M. M. Office ..	0	0	0	1	0	0	0	0	0	1	4	3
Boilermakers..	0	0	1	0	1	0	0	0	0	2	4	1

Batteries—Brewer and Moser—Bartholomi and Percy.

The master mechanic's office force and machinists played a very exciting game of baseball on the evening of August 19th, which was called at the ending of the 8th inning with the score a tie, 5 to 5. Both twirlers pitched a good game, each allowing only five hits. The features were the batting of King and the playing of Fisher at second base for the clerks, and the playing of Harbaugh at first base for the machinists.

Scores by innings:

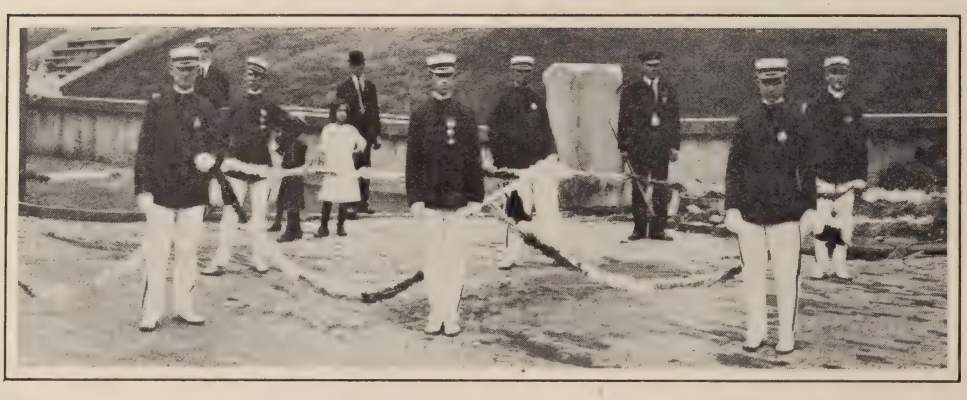
	1	2	3	4	5	6	7	8	R	H	E
Clerks	0	1	1	0	0	2	0	1	5	5	2
Machinists	1	1	0	1	0	1	0	1	5	5	3

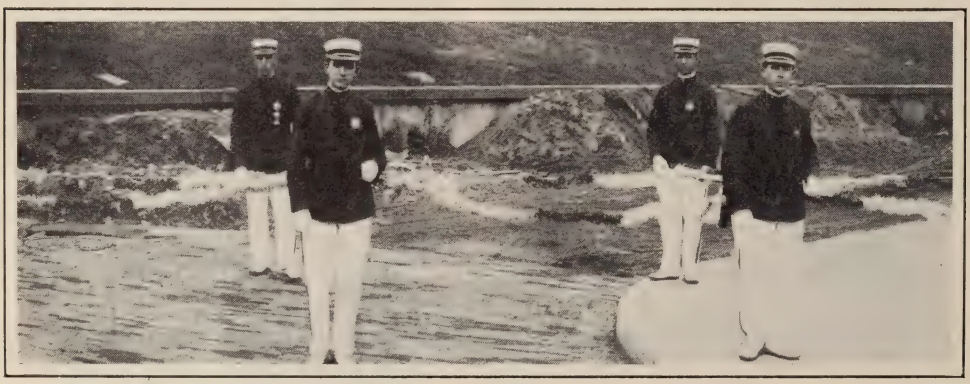
The machinists and clerks of Connellsville shops met on the diamond in the second game of a series on August 25th, the game ending in a 6 to 3 score in favor of the machinists. The shop men took the lead in the first inning by scoring four runs which was enough to win, two passes, two errors and a hit turning the trick. After the first inning the clerks settled down and scores became scarce. The feature of the game was the pitching of Rottler for the machinists, who struck out ten men. Younkin also pitched a good game for the clerks after the first inning. Ray King, with three hits, a single, double and a triple, was directly responsible for all the clerks' runs. The game was also featured by the playing of Moser and Fisher for the clerks. The score:

	1	2	3	4	5	6	7	R	H	E
Machinists	4	0	0	0	1	0	1	6	7	2
Clerks	0	0	0	1	0	0	2	3	10	3

Batteries: Rottler and I. Friel—Younkin and Brewer.









ON ACCOUNT OF ITS LENGTH THIS PICTURE OF OUR FIRE FIGHTERS AT CONNELLSVILLE HAD TO BE CUT. THE TOP VIEW IS AT EXTREME LEFT OF ORIGINAL PICTURE AND NEXT TO IT THE REMAINING VIEWS IN ORDER DOWN THE PAGE

During the week of August 10th, the annual convention of the Volunteer Firemen was held in Connellsville, and was largely attended by firemen from all points in Western Pennsylvania. The affair proved a brilliant success and the visitors were loud in their praise of the splendid manner in which it was handled by the local organization. The Baltimore & Ohio also came in for its share of the praise for the excellent passenger service rendered during the week; special trains being run daily from all points in this territory for the accommodation of visitors to and from the city. The principal event was the grand parade, which took place on Thursday, the 13th. The line of march extended over a distance of about three miles and was representative of all companies comprising the Firemen's Association. Chief among these was the Baltimore & Ohio local fire department, which, although ineligible as a contender for prizes, was roundly applauded all along the line of march. Their costumes consisted of blue duck coats trimmed in maroon braid; the trousers of white duck and trimmed likewise; and caps of white duck with maroon band and white peaks. The accompanying photograph is of the company as they appeared in the parade. Reading from left to right, the names are: J. E. Murphy, J. C. Hunter, M. A. Rottler, C. F. Otto, Carl Shibley, J. K. Corvin, Carl Snyder, P. J. King, Thos. Irwin, W. J. Harbaugh, F. A. Sliger, E. J. Williams, Roy O'Donnell, J. C. Weisel, J. C. Whittaker, F. Philburn, J. Barnhardt, S. C. Stillwagon, P. B. Chittister, D. B. Hart, Geo. May, J. J. Friel, T. J. Brennan (chief), and J. C. Stillwagon.

The showing made by the company received favorable comment in the local newspapers, which came to the attention of third vice-president Thompson, who sent the following communication to T. J. Brennan, chief, congratulating him on its fine appearance and the special mention it had received:

T. J. BRENNAN.
Baltimore & Ohio Fire Department.

Dear Sir—

It was with genuine pleasure that I noted in the Connellsville *Weekly Courier* of August 20th, what a splendid showing the Baltimore & Ohio Railroad Fire Department had made in the parade of the various fire companies through the city.

The showing which was made by your company is very gratifying to the management of the Baltimore & Ohio, and I desire to extend my congratulations for your fine appearance and the special mention you have received.

Sincerely yours,

(Signed) A. W. THOMPSON,
Third Vice-President.

The Baltimore & Ohio section was lead by A. McCormick, the general foreman of Connellsville shops, on horseback. Mr. McCormick also acts as superintendent of the fire department.

Next in line were several of the division officials riding in an automobile which was loaned by J. J. Daughtery, the driver, for the occasion. Seated with Mr. Daughtery were W. O. Schoonover, chief clerk to superintendent, T. E. Miller, master mechanic; superintendent O. L. Eaton, and F. G. Hoskins, division engineer. Following the dvision officials were the "fire laddies."

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A. McCORMICK, LEADER OF COMPANY DIVISION IN FIREMEN'S PARADE AT CONNELLSVILLE

After suffering two defeats at the hands of the machinists, the clerks came out on the long end of a 6 to 5 score in a hard hitting contest at Fayette Field, September 4th. Rottler started out like a whirlwind for the machinists, striking out four in the first two innings, but appeared to weaken in the latter part of the game, the clerks overcoming a lead of three runs and coming off victorious. Younkin for the clerks pitched a steady game and would have shut out his opponents had he received perfect support.

The score by innings:

	1	2	3	4	5	6	7	R	H	E
Machinists	0	0	3	0	0	0	2	5	8	4
Clerks	0	0	2	1	1	3	x	7	7	6

Batteries: Rottler and I. Friel—Younkin and King.

The stork visited the home of yard brakeman W. Albine, on September 21st, and left a big boy.

A notable event took place when the stork visited the home of J. Russell Anderson on September 24th, and left a fine baby boy. Mr. Anderson is a clerk in the superintendent's office. This explains his continued whistling of "Somebody's coming to our house," and we are glad to note that his hopes and hilarious shouts "It's a boy! It's a boy! It's a boy!" have not been in vain.

With six teams lined up, the Baltimore & Ohio Duckpin League, composed of Connellsville employes, was organized on the evening of September 19th, at a meeting held in the superintendent's office, by the election of T. E. Miller, president, C. V. Payne, secretary, and H. T. Beck, treasurer. The following captains were appointed: Freight office, Ray Shaw; superintendent's office, Thos. Courtney; scales, Ray Towzey; machinists, Samuel Stillwagon; master mechanic's office, H. T. Beck; yardmen, H. M. Heinbaugh.

Each team will be allowed to carry eight men, or three substitutes on each team, and would like to arrange games with Pittsburgh, Cumberland and Grafton.

War News.

By War Correspondent:

London, September 19th.—A report has just reached this office by way of Petrograd and Paris that the forces of General Spackman and General Stillwagon met in a terrific struggle at Fayette Field, Connellsville, on September 7th. General Spackman lead his men off with a rush through General Stillwagon's center (Rottler) and for a time it appeared as though the slaughter would be complete, but the latter rallied his men and under cover of darkness succeeded in coming up from behind (the cowards!) and turned apparent defeat into a rout. Immediately after the battle a treaty of peace was signed until the spring, when the armies may again take the field. Summary:

	R	H	E
General Spackman's Army	8	15	8
General Stillwagon's Army	9	10	4

Batteries: Younkin and Brewer—Rottler and A. Friel.

H. E. Fullmer has been appointed agent at Cheat Haven, Pa., vice W. C. Wilcox, who has accepted a position as agent on the Monongah Division. Mr. Fullmer was formerly third trick operator at Morgantown.

On August 19th, D. L. Marietta, 2nd trick operator at "GU" tower, and Miss Mary Eberharter of Mill Run, Pa., journeyed to Cumberland, where they were married. We extend congratulations.

PITTSBURGH DIVISION

Correspondent, C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. Gorsuch.....Superintendent, Chairman
T. W. Barrett.....Vice-Chairman, Trainmaster
W. J. Kennedy.....Secretary
M. C. Thompson.....Road Foreman of Engines
C. C. Cook.....Division Engineer
W. A. Deems.....Master Mechanic
T. J. Brady.....Trainmaster
L. Finegan.....Superintendent Shops
G. W. C. Day.....Division Operator
W. Battenhouse.....General Car Foreman
H. N. Landymore.....Operator
E. L. Hopkins.....Machinist
H. G. Waltower.....Yard Conductor
H. J. Spangler.....Yard Brakeman
C. C. Ainsworth.....Yard Brakeman
W. E. Burtoft.....Car Foreman
W. M. Clark.....Master Carpenter
H. L. Gordon.....Assistant Division Engineer
W. D. Carroll.....Supervisor of Signals
John Haggerty.....Passenger Engineer
F. M. Cockrell.....Road Engineer
C. F. Harvey.....Passenger Fireman
Frank Bryne.....Claim Agent
Dr. J. P. Lawlor.....Medical Examiner
W. Davis.....Yard Conductor
T. F. Donahue.....General Supervisor
R. J. Smith.....Agent, Junction Transfer
W. F. Deneke.....Agent, Pittsburgh

P. Colligan	Agent, Allegheny
W. B. Peters	Agent, McKeesport
H. M. Grantham	Agent, Brackbock
W. I. McKee	Agent, Butler
H. B. Jefferies	Agent, Washington
J. A. McKie	Agent, Ellwood City
W. M. Snider	Car Foreman
C. E. McDougall	Assistant Trainmaster
J. S. Cummings	Passenger Brakeman
J. H. Bash	Road Conductor
Wm. Ross	Yardmaster
E. W. Rollings	Road Conductor
E. H. Fenstemaucher	Road Conductor

The following employes of the passenger station at Pittsburgh have received visits from the stork since the last issue: E. C. Fisher, timekeeper, being presented with a bouncing baby girl; A. W. Conwell, clerk to general superintendent, with an eight pound girl; Harry Smith of the timekeeping force at the Pittsburgh freight house was also presented with a nice big boy.

While enjoying the smokes on the fathers, we are pleased to learn that the babies and their mothers are doing nicely.

W. L. Clipp, chief clerk to the general superintendent, who has been on the sick list, is now on duty. The boys heralded his reappearance with great satisfaction.

"Bill" Porter, clerk at the Pittsburgh freight station, couldn't wait until he received his vacation for a little business transaction of his own, therefore he slipped off quietly to Cumberland and got married.

E. C Fisher, timekeeper at Pittsburgh, is building a beautiful home in Hazelwood, which will be ready for occupancy the early part of this month. In view of the fact that Mr. Fisher recently had his family increased, the new home will be somewhat larger than the one now occupied by him.

The boys in the motive power department at Glenwood were sorry to see Mr. Brunner leave them. He was promoted to chief clerk to the district superintendent motive power office, Pittsburgh, and takes with him the hearty good wishes of his former comrades.

R. M. Stock has been promoted to the position formerly held by Mr. Brunner, and every effort will be put forth to make Mr. Stock at home.

R. C. Lynch, chief timekeeper, Glenwood shops, has also been promoted to the district superintendent motive power office, in the position of chief statistician, and the boys are sure Mr. Lynch will handle the job well.

Shortly before leaving on his vacation, E. A. Rauschard, general foreman, was paid a visit by the stork, who left a twelve pound baby. From latest reports both baby and mother are doing very nicely.

It was with sincere regret that we were informed of the death of Patrick Callahan, who formerly worked in the tank shop at Glenwood, and we take this opportunity of expressing our sympathy for his relatives.

The fact that our stationmaster, W. J. Carroll, is strictly up-to-date and always looking after the welfare of passengers and the interests of the Company, is clearly explained in a recent communication received from Ohio Pyle, Pa., in which a passenger expresses appreciation and thanks for the manner in which an invalid patient was handled at Pittsburgh, enroute to the above named point, and also on return to Pittsburgh. When parties were ready to return to Pittsburgh, Mr. Carroll was informed on what date and train they would arrive and requested that a taxi be on hand to meet them. Mr. Carroll ascertained that train was slightly behind schedule and in order to avoid increased expense in hire of taxi, did not order it until making sure of correct arriving time, whereupon car was ordered and on hand and every effort made to convey patient comfortably to destination.

Matters of this nature greatly influence passenger traffic, and we take this means of making known Mr. Carroll's action in order that his example may be followed by other employes.

The accompanying photograph shows the spacious residence of J. T. Campbell, of the general safety committee at No. 627 Fairview Avenue, Butler, Pa. Mr. Campbell has a beautiful collection of flowers which he is able

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RESIDENCE OF J. T. CAMPBELL, MEMBER GENERAL SAFETY COMMITTEE, BUTLER, PA.

to keep blooming the year round, his property being equipped with a conservatory. He also has a collection of fowl of which he may well feel proud. Owing to Mr. Campbell's long period of service in the Pittsburgh territory, it has become natural to look upon him as one of "Our Own."

This photo shows the interest taken in the appearances of the right-of-way on the Pittsburgh Division. This picture is of a bumping block at Point Mills, W. Va., which has been converted into a flower bed by first trick operator T. B. O'Brien, who appears on the right.



BUMPING BLOCK AT POINT MILLS, W. VA.

NEW CASTLE DIVISION

Correspondent, F. E. CORBY, *Chief Clerk*
New Castle

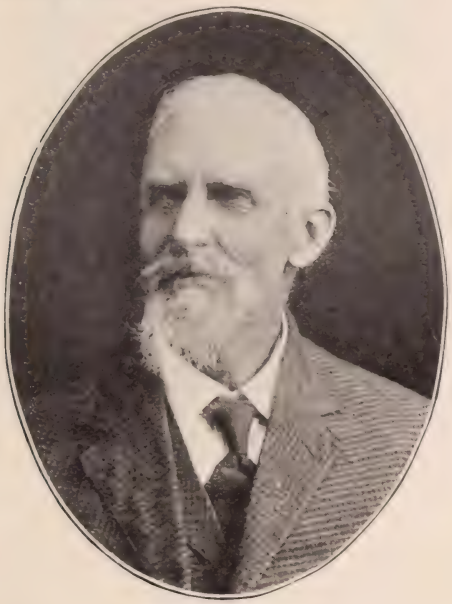
DIVISIONAL SAFETY COMMITTEE

M. H. CAHILL.....Superintendent, Chairman
C. P. ANGELL.....Trainmaster, Vice-Chairman
J. B. CAMERON.....Division Engineer, New Castle, Pa.
J. J. MCGUIRE.....Master Mechanic, New Castle, Pa.
E. C. BOCK.....Division Operator, New Castle, Pa.
J. B. DAUGHERTY.....Road Foreman, New Castle, Pa.
DR. A. C. EARNEST..Medical Examiner, New Castle Jct., Pa.
E. J. LANGHURST...Assistant Road Foreman, Chicago Jct., O.
R. J. CARRIER.....Claim Agent, Youngstown, O.
F. C. GREEN.....Supervisor, Ravenna, O.
W. L. MADILL.....Supervisor, Lodi, O.
G. O. EVERHART.....Supervisor, Youngstown, O.
E. C. FOWLER.....Supervisor, Warren, O.
JAS. AIKEN.....Agent, Youngstown, O.
G. W. TAYLOR.....Agent, Painesville, O.
F. H. KNOX.....Agent, New Castle, Pa.
ALBERT VOSS...Erecting Shop Foreman, New Castle Jct., Pa.
P. THORNTON.....Track Foreman, New Castle Jct., Pa.
R. BERNHARDT.Ass't. Eng. House F'man, New Castle Jct.,Pa.
V. C. ARMESY.....Machine Shop Foreman, Painesville. O.
R. E. ARMSTRONG.....Road Engineer, New Castle, Pa.
L. N. HAUGHT.....Yard Engineer, New Castle Jct., Pa.
M. G. GUTHRIE.....Road Conductor, Chicago Jct., O.
W. C. SHANAFELT.....Road Conductor, New Castle, Pa.
D. B. PATTERSON....Yard Conductor, New Castle Jct., Pa.
B. BECKMAN.....Yard Conductor, Haselton, O.
G. W. RICHARDS.....Warehouse Foreman, Youngstown, O.
C. K. SPIELMAN.....Relief Agent, New Castle, Pa.
H. L. FORNEY.....Master Carpenter, New Castle, Pa.
J. W. CLAWSON.....Signal Supervisor, New Castle, Pa.
W. W. MCGAUGHEY.....Secretary
LAWRENCE MCGUILL.....Captain of Police

On August 14th, 1914, at 4.00 p. m., C. R. Swope, third trick operator at Ohio Junction, and Miss Ellen Ashley, of Warren, Ohio, were united in marriage at Warren.

They departed on a honeymoon trip which took them to Baltimore, Washington, Harrisburg, Pa., Buffalo and Niagara Falls. We all wish Mr. Swope and his better half a long, happy and prosperous wedded life.

This photograph is of Thomas George, for twenty-two years crossing watchman at Creston, Ohio. Mr. George has been granted a pension and has retired from active service. On his retirement, the superintendent wrote him of his appreciation of his faithful and efficient service during the period he was employed by the Company.



THOMAS GEORGE

CHICAGO DIVISION

Correspondent, F. N. SHULTZ, *Division Operator*
Garret, Ind.

DIVISIONAL SAFETY COMMITTEE

J. E. KEEGAN.....Chairman, Superintendent, Garrett, Ind.
T. B. BURGESS...Vice-Chairman, Trainmaster, Garrett, Ind.
C. W. VAN HORN.....Trainmaster, Garrett, Ind.
JOHN TORDELLA.....Division Engineer, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
GEO. NOVINGER....Road Foreman of Engines, Garrett, Ind.
F. N. SHULTZ.....Division Operator, Garrett, Ind.
J. D. JACK.....Claim Agent, Garrett, Ind.
T. E. SPURRIER.....Claim Agent, Tiffin, Ohio
DR. F. DORSEY.....Medical Examiner, Garrett, Ind
H. A. MARTIN.....Relief Agent, Fostoria, Ohio
R. R. JENKINS...Secretary, Y. M. C. A., Chicago Jct., Ohio
P. H. CARROLL.....Signal Supervisor, Defiance, Ohio
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
T. L. ROACH.....Assistant Supervisor, Defiance, Ohio
W. L. LA FLOR.....Section Foreman, Teegarden, Ind.
C. FEAGLER.....Shop Committeeman, Garrett, Ind.
W. F. JUMP.....Shop Committeeman, Chicago Jct., Ohio
G. A. STROUSE...Shop Committeeman, South Chicago, Ill.
C. J. ROBINSON.....Yard Brakeman, Chicago Jct., Ohio
F. W. WIANT.....Yard Conductor, Garrett, Ind.
A. WEBER.....Yard Conductor, South Chicago, Ill.
F. A. VAN HEYDE.....Conductor, Garrett, Ind

O. C. ROBINSON.....Car Dep't Committeeman, Chicago Jct., O.
H. W. ROSS.....Car Dep't Committeeman, Garrett, Ind.
C. H. MARTIN.....Engineer, Garrett, Ind.
A. L. BILGER.....Fireman, Garrett, Ind.
F. M. CHALFONT.....Brakeman, Garrett, Ind.
N. E. BAILEY.....Operator, Walkerton, Ind.
C. C. GREER.....Transfer Agent, Chicago Jct., Ohio
JOHN DRAPER.....Agent, Chicago, Ill.
H. S. GARDNER.....Agent, Defiance, Ohio

The Baltimore & Ohio ticket agent at Chicago Junction recently received the following interesting letter:

B & O ticket Agint
Dear Sir:
i inclos 35 cents doo you mi boy forgot to by his tickit an he is old enuf too pay haf fair i dont want to cheet noboddy.
yores truely,
A PASSINGAR.

Patents Make Fortunes

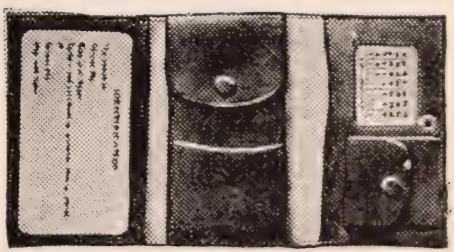
"Safety First" ideas are in demand. Patent your ideas. Handsome book on patents FREE; highest references; send sketch today; write for list of inventions wanted.

H. J. SANDERS, Patent Attorney
163 Webster Bldg., Van Buren and La Salle Sts. Chicago

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50c Postpaid. Mention black or tan leather. Send money order, stamps, N.Y. draft only.

Bestyet Leather Goods Co. 718 Permanent Bldg. Cleveland, Ohio

If all passengers who think it smart and creditable to beat the railroads out of the fair rates they charge for transportation would take a lesson from the action of this illiterate but honest individual, what a boon it would be to the railroads and also to the general morale of railroad passenger transportation.

Albert C. Shaw, popular conductor of the Chicago Division, died at the Sacred Heart hospital, Garrett, Ind., Wednesday morning, September 2nd. Mr. Shaw had suffered for three years with organic heart disease, and for the past three months has been at the local hospital.

Mr. Shaw had the reputation of being the heaviest active railroad man in the United States. He had been abnormally large since childhood, measuring six feet three inches in height, well proportioned, normal weight something over 360. At the time of his death he weighed 300 pounds.

Born at Grafton, W. Va., Mr. Shaw was fifty-five years, eleven months and eight days old at the time of his death. At the age of twenty-two, he came to Garrett and took a position with the Company as fireman. He served successively as engineer, brakeman and conductor. He has been conductor for thirty years, but would not take passenger run on account of his size. He had an absolutely clear record.

Mr. Shaw is survived by four brothers: G. B., J. M. and C. F. W. Shaw, living at Grafton, and Edward, living at Clarksburg, W. Va. He had never married.



ALBERT C. SHAW



RONALD LINK
Son of Car Checker John C. Link, Chicago Termiaal

He was a member of the Fort Wayne lodge of Elks, C. N. Bell lodge of Railway Conductors and Garrett lodge of Odd Fellows.

The remains were shipped to Grafton for interment and were accompanied by a delegation of citizens and railroad men.

SOUTH CHICAGO

Correspondent, Oscar Wacker, *Car Distributor*

On September 2nd, our train No. 88, leaving South Chicago at 4.10 in the morning, run by engine No. 4303, took out eighty-three cars in one drag, representing 5,500 tons, all grain, and all destined to Locust Point, Baltimore, Md., for export. This is the largest solid train of grain that has ever been moved out of this territory by any railroad.

We are glad to advise our co-workers that Paul Wegener, assistant to chief clerk, was married on August 22nd to Miss Esther Neison. It seems that the good work of cupid is keeping up. It would be advisable for all Company clerks to come to South Chicago if they are looking out for the future. All Mr. Wegener's co-workers in South Chicago freight office wish him good luck and good fortune.

CHICAGO TERMINAL

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. Nichols.....Superintendent, Chairman, Chicago
J. W. Dacy.....Trainmaster, Chicago
C. P. Palmer.....Division Engineer, Chicago

F. E. Lamphere	Assistant Engineer, Chicago
Alex Craw	Division Claim Agent, Chicago
J. F. Ryan	Captain of Police, Chicago
C. L. Hegley	Examiner and Recorder, Chicago
H. McDonald	Supervisor, Chicago (Chicago District)
Wm. Hogan	Supervisor, Chicago (Calumet District)
J. W. Fogg	Master Mechanic, East Chicago
F. S. DeVeny	Assistant R. F. of E., Chicago
Chas. Esping	Master Carpenter, Chicago
Dr. E. J. Hughes	Medical Examiner, Chicago
Morris Altherr	Assistant Agent, Forest Hill
C. O. Seifert	Signal Supervisor, Chicago
Duncan McDougal	Engineer, Robey St.
Emil Domrose	Fireman, Robey St.
Chas. Bean	Conductor, Robey St.
Wm. Hartwig	Car Inspector, Robey St.
Wm. Winters	Engineer, Blue Island
John Neff	Conductor, Blue Island
Henry Mindeman	Car Inspector, Blue Island
Harry Johnson	Engineer, East Chicago
Howard C. Blake	Fireman, East Chicago
Roy Freeman	Conductor, East Chicago
Geo. Rosenberg	Machinist on Floor, East Chicago
A. A. McLene	Machinist in shop, East Chicago
Wm. Davis	Boilermaker, East Chicago
John Lewis	Blacksmith, East Chicago
Albert Rose	Car Inspector, East Chicago

James Bates, the silver-bearded towerman at Wisconsin Avenue crossing, Oak Park, Ill., is the oldest crossing watchman in the employ of our Company. Mr. Bates was first employed by the Chicago Terminal Transfer R. R. Co. as crossing watchman at Douglas Boulevard, Chicago, during the month of March, 1895. He remained there for about four years and was transferred to the Kedzie Avenue crossing, one of our busiest grade crossings before the elevation. Mr. Bates was located at Kedzie Avenue for about eleven years, and when the right of way was elevated over Kedzie Avenue he was transferred to Wisconsin Avenue, Oak Park, where he is still stationed. During Mr. Bates' nineteen years of employment as a crossing watchman he has never had an accident occur at his crossing. Mr. Bates is as pleasant a man as it would be anyone's pleasure to meet, and



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New York City

Location unsurpassed; fifteen minutes from Baltimore & Ohio 23rd Street Terminal and very close to all high class department stores and theatre

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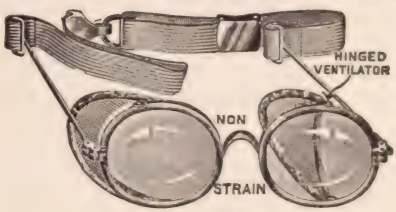
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ROUND HOUSE FOREMAN QUIMBY AND FORCE

is very well liked by the people who have occasion to use his crossing. The accompanying photograph of Mr. Bates was taken when he was thirty years old, thirty-two years ago, and he is every bit as young now as he was when this photograph was taken.

Engineer William B. Rogers, of East Chicago, Indiana, who has been ill for the past eight weeks with a severe attack of typhoid malaria, is improving as much as can be expected. The boys are more than glad to hear this, Bill.

Howard Wetenburg, of the division engineer's office, has been the possessor of a black eye for a few days. He says that while bathing at the beach another bather accidently bumped him in the eye with an elbow. As this alleged accident occurred in water it might be classified as a fish story.

Frank M. Dotzauer, switchman at Empire Slip, has returned to duty after being on the disability list for the past ten months.

On August 18th, the Railroad Smoke Inspectors' Association of Chicago entertained the City Smoke Department by taking them on a trip across Lake Michigan to South Haven, Michigan, on the steamship City of South Haven. F. S. DeVeny, chief smoke inspector, wife and daughter; J. W. Fogg, master mechanic, and his three nieces; W. L. Robinson, supervisor of locomotive operation, and Guy Lung, clerk to road foreman of engines, attended the outing and report having had a great time.

The accompanying photograph of roundhouse foreman C. J. Quimby and his force at Robey Street, Chicago, needs but little introduction. Mr. Quimby and his force dispatch on an average of twenty locomotives from the Robey Street station every twenty-four hours, including Soo Line locomotives.

In this connection the enginemen and firemen might be pleased to note that on August 18th, not one Company locomotive was observed violating the city smoke ordinance of Chicago. It isn't such a bad idea to get the smoke inspectors out of sight of land once in a while, is it?

On August 22nd the baseball team of roundhouse force at East Chicago, Indiana, defeated the Gibson shop team of the Indiana Harbor Belt R. R. Co. at Hammond, Indiana. The final score was 6 to 5, it taking thirteen rounds to down the opponent. Our boys' persistent hitting and Morgan's effective pitching brought victory to our team. The line-up was as follows: Steinbauer, 3rd base; Whelan, short stop; Arter, 2nd base; Harris, 1st base; Hudson, catcher; Skellenger, left field; McCarthy, center field; Meisel, right field, and Morgan, pitcher.

R. G. Archer, telegraph operator and assistant dispatcher at Chicago, has just returned from an extended trip to Denver, Salt Lake City, San Francisco and Los Angeles. This makes the third extended trip Mr. Archer has made through the west, and each time he has come home without the expected news. Why don't you take a trip down east, Archer, or

perhaps there is something more fascinating (slow but sure) in Chicago?

Walter Schultz, clerk in the president's office, has been promoted to clerk in the maintenance of way department. Mr. Schultz was succeeded by John Coan.

L. H. Reinke, of the engineering department, has been away on a week's fishing trip, and reports that as a fisherman he is a better partridge hunter. Says he left the muskies in the clear lake live box. Fish stories are fish stories.

George W. Reese, who was injured almost two years ago while working as a switchman at Empire Slip, has again returned to duty. He has gone to South Chicago, and is working on one of the city runs.

Commencing September 1st, the lunch room at the Grand Central station was discontinued and a large restaurant and lunch room was opened up by John Murphy, promoter of "good eats." It is well patronzied and every one is pleased.

The accompanying picture of our senior dispatcher, C. F. Williams, at Chicago, needs but little introduction. Mr. Williams was born in Harmen, Ohio, now known as West Marietta, Ohio, and learned telegraphy in that town. Some forty years ago Mr. Williams worked as operator for the Cincinnati & Marietta Railroad Company at Marietta, now part of our System. About twenty years ago he commenced working for the Chicago & Northern Pacific R. R. Company (now the Baltimore & Ohio Chicago Terminal) as agent and operator at Dalton, Ill. After being located there for five years Mr. Williams was appointed dispatcher at Chicago, and still holds that position.



C. F. WILLIAMS

Safety First

Take No Chances With Your Health

¶ Railroad men, above all others must be at their best to meet the mighty responsibilities their duties involve. You can't **feel right, be right, work right,** if your head is all chucked full of a cold. You can't step out of a steam heated coach into a raw, freezing temperature without inviting a cold. Your main protection is good "cold proof" underwear. **"Wright's"** underwear is designed primarily to pledge this protection.

¶ Try

Wright's Health Underwear

Made in suitable weights, either Union Suits or Shirts and Drawers. It is **better underwear,** 27 years of experience says so.

¶ Ask your dealer and insist on having **Wright's Underwear** only. Send for catalogue.

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SPRING NEEDLE
TRADE MARK
RIBBED UNDERWEAR

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CAR DEPARTMENT FORCE, 86TH STREET, SOUTH CHICAGO

DON'T FORGET our Safety First by-words. Education and interest are the kernel of the Safety movement. With these thoroughly applied there can be nothing but resultful maturity.

If you see a fellow employe do anything that is against Safety, find out whether or not he knows better.

If he does, interest him.

If he does not, educate him.

OHIO DIVISION

Correspondent, C. N. BEYERLEY, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE.....Superintendent, Chairman
E. N. BROWN.....Assistant Superintendent
R. R. SCHWARZELL.....Trainmaster
T. E. BANKS.....Trainmaster
R. MALLEN.....Road Foreman of Engines
WM. GRAF.....Road Foreman of Engines
G. W. PLUMLY.....Division Operator
P. H. REEVES.....Master Mechanic
E. COLE.....Supervisor
S. H. BAER.....Section Foreman
C. DULLMEYER.....Foreman Car Shop
S. W. CAIN.....Road Brakeman
J. I. BOTKIN.....Warehouse Foreman
W. A. BURNS.....Road Conductor
E. J. ALLEE.....Signal Supervisor
E. J. CORRELL.....Division Engineer
DAN O'LEARY.....Yard Conductor
J. E. SUNNAFRANK.....Wreckmaster
D. C. THOMAS.....Road Engineer
TRUMAN MURPHY.....Operator
THOS. TULL.....Shop Inspector
C. W. LEWIS.....Machinist
G. E. WHARFF.....Agent, Portsmouth, O.
C. H. R. HOWE.....Master Carpenter
L. H. SIMONDS.....Claim Agent
J. B. VANCE.....Relief Agent
J. W. STARKEY.....Road Fireman
F. S. BEAN.....Agent, Athens, O.
DR. P. S. LANSDALE.....Medical Examiner

F. F. Eichenlaub, chief clerk to division engineer, and wife have returned from an extensive trip through Colorado.

J. T. Caldwell, time clerk at Chillicothe, together with his mother, spent a short vacation with relatives in Pittsburgh.

Robert Erdman, night clerk to night chief dispatcher, has resigned his position in order to attend college at Marietta. Alfred Rardin is the new night clerk.

Thomas "Woodrow" Wilson, messenger, has been promoted to yard clerk.

And someone said "There is no such thing as luck." L. A. Pausch, well known supervisor on the Ohio Division, some time ago lost a valuable diamond ring. After searching everywhere for the ring, he gave it up as lost. The other day while standing out in his yard at Leesburg, watching his chickens, of which he has a large number, he noticed one hen scratching with a little more than ordinary zeal in one of his flower beds. Said Mr. Pausch "Old hen, if you want to do something, scratch out my ring." Biddy immediately proceeded to do as he commanded, gave two or three more exuberant scratches, and out rolled the ring. Can you beat it?

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

J. C. HAGERTY.....Superintendent, Seymour
G. S. CAMERON.....Assistant Superintendent, Cincinnati
C. A. PLUMLY.....Trainmaster, Seymour
S. U. HOOPER.....Trainmaster, Seymour
S. A. ROGERS.....Road Foreman of Engines, Seymour
JOHN PAGE.....Division Operator, Seymour
T. J. EWING.....Relief Agent, Seymour
DR. G. R. GAVER.....Medical Examiner, Cincinnati
DR. J. P. SELLMAN.....Medical Examiner, Washington
J. E. O'DOM.....Special Agent, Cincinnati
P. T. HORAN.....General Foreman, Cincinnati
C. B. COLEMAN.....Foreman C. R., Seymour
G. F. CRAIG.....Inspector, Cincinnati
W. J. RUSSELL.....Boilermaker, Cincinnati
H. A. CASSIL.....Division Engineer, Seymour
W. H. HOWE.....Master Carpenter, Seymour
D. CASSIN.....Supervisor, North Vernon
T. L. CANNON.....Signal Supervisor, Milan
FRED HEIDECKER.....Track Foreman, Nebraska
O. E. HENDERSON.....Conductor, Seymour
G. B. CRAIG.....Engineer, Youngstown
L. C. BARNETT.....Fireman, Seymour
CHAS. FOX.....Passenger Brakeman, Cincinnati
W. E. HYATT.....Yardmaster, Seymour
J. M. MCKENNA.....Yard Conductor, Cincinnati
C. H. LONG.....Yard Conductor, North Vernon
C. E. MARKLE.....Yard Engineer, Cincinnati
C. E. FISH.....Agent, Cincinnati
J. E. SANDS.....Agent, Louisville
E. MASSMAN.....Agent, Seymour

J. B. Purkhiser was appointed trainmaster of the Cincinnati Sub-Division and the Louisville Sub-Division, vice C. A. Plumly, transferred, effective September 26th.

On the same day E. J. Lampert was appointed terminal trainmaster of the Cincinnati Terminals of the Indiana Division, with headquarters at Cincinnati, vice J. B. Purkhiser, transferred.

Engineer R. J. Conley, who has been at Rockville, Ind., hospital for the past year, has gone to New Mexico, accompanied by his wife. Mr. Conley's many friends here are hoping that the climatic change will restore his lost health.

Chief dispatcher H. S. Smith has resumed his duties after a fifteen day vacation. During his absence night chief G. V. Copeland filled his place as day chief, and dispatcher J. H. Deman filled Mr. Copeland's position.

The following operators have resumed work after their vacations, which were spent in various places: Agent Molett, of Rivervale; Mrs. L. M. Montgomery, of Loogootee; D. E. Carter, of Osgood; C. E. Holland, of Huron; Mrs. C. A. Pollock and W. H. Flanegan, of Storrs; J. R. Young, of Cochran; S. F. Beaty, of Milan; John Mathers, of Mitchell; J. Doran, of Milan. Operators Mathers and Doran went west as far as Cheyenne and Salt Lake City.

Operators E. M. Fitzgibbon, of Mitchell, and F. M. Burdette have been off duty on account of illness.

Road foreman of engines S. A. Rogers has returned from a visit to his old home in Vermont, and is now attending a convention in Chicago of R. F. of E.

Conductor J. M. Allen and his wife have returned from a visit with relatives in Des Moines, Iowa.



The TRAINED Man Has Money

But it's different with the *untrained* man. He often finds the pocketbook empty with the landlord, grocer, butcher, and baker clamoring for their money.

It's a serious problem—this *big* spending and *little* earning. But if you go about it right you can easily learn how to earn far more than you spend.

The only difference between YOU and the man who earns a big salary is training—SPECIAL TRAINING—and this you can easily acquire through the practical home-study courses of the International Correspondence Schools

You don't have to leave home or give up your position. The I.C.S. have trained thousands of men for better jobs right in their *own homes* after working hours. They can do the same for YOU.

Just mark and mail the attached coupon. And the I.C.S. will show you how they can make you an expert in the line of work you want to follow.

Mark and Mail the Coupon—TODAY

International Correspondence Schools
Box 1088, Scranton, Pa.

Explain, without any obligation on my part, how I can qualify for the position before which I mark X.

Locomotive Engineer	Mechanical Engineer
Air-Brake Inspector	Mechanical Draftsman
Air-Brake Repairman	Civil Engineer
General Foreman	Surveyor
R. R. Shop Foreman	Concrete Construction
R. R. Traveling Eng.	Automobile Running
R. R. Travel'g Fireman	Plumbing & Steam Fitt'g
R. R. Construction Eng.	Mining Engineer
Agency Accounting	Bridge Engineer
Gen. Office Accounting	Assayer
Electrician	Bookkeeper
Electrical Engineer	Stenographer

Name _____

St. and No. _____

City _____ *State* _____

Present Occupation _____

Employed by _____ *R.R.*

Please mention this magazine



LOCOMOTIVE DEPARTMENT—SOUTH CHICAGO SHOPS

Five men in this group have been with the Company in this place over 25 years. George Weller began work with the Company 40 years ago and has been in continuous service 32 years.

CINCINNATI TERMINAL

Correspondent, G. A. BOWERS

J. J. Gallagher, popular relief clerk of the Cincinnati Terminals, will take unto himself in the very near future, a wife, in the person of Miss Margaret Maloney, of Elmwood Place. Mr. Gallagher has not as yet revealed the date of the marriage, and as soon as he puts the boys next, they will arrange for a grand trip up Mill Creek.



EDDA FRANKLIN SHEETS

8 months old baby of Shop Clerk E. F. Sheets of Flora

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. SHEER.....Superintendent, Chairman
C. G. STEVENS.....Trainmaster, Flora, Ill.
C. W. POTTER.....Trainmaster, Flora, Ill.
H. R. GIBSON.....Division Engineer, Flora, Ill.
J. A. TSCHUOR.....Division Engineer, Flora, Ill.
E. A. HUNT.....Shop Inspector, Shops, Ind.
R. C. MITCHELL.....Relief Agent, Flora, Ill.
G. H. SINGER.....Agent, East St. Louis, Ill.
C. S. MITCHELL.....Agent, Flora, Ill.
T. T. LONG.....Agent, Springfield, Ill.
M. A. RUSH.....Agent, Beardstown, Ill.
W. C. KELLY.....Agent, Vincennes, Ind.
C. B. KELLAR.....Agent, Washington, Ind.
H. H. BRYAN.....Conductor, Washington, Ind.
H. T. CLARK.....Engineer, Washington, Ind.
JOHN PRICE.....Engineer, Flora, Ill.
C. R. BRADFORD.....Claim Agent, Springfield, Ill.
DR. W. D. STEVENSON..Medical Examiner, East St. Louis, Ill.
H. O. PIPHER.....Yard Foreman, Shops, Ind.
D. COSTELLO.....Yard Foreman, Vincennes, Ind.
J. C. LAWS.....General Yardmaster, Flora, Ill.
W. W. MCNALLY.....Yard Fireman, Cone, Ill.
A. MILLER.....Yard Foreman, Springfield, Ill.
W. C. DIETZ.....General Foreman, Flora, Ill.
H. E. ORR.....Master Carpenter, Flora, Ill.
C. D. RUSSELL.....Division Operator, Flora, Ill.
C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
W. G. BURNS.....Supervisor, Vincennes, Ind.
F. WYATT.....Supervisor, Flora, Ill.
B. O'BRIEN.....Supervisor, Cone, Ill.
W. COOK.....Supervisor, Springfield, Ill.
R. H. MARQUART.....Car Foreman, Cone, Ill.
H. C. AIKMAN.....Car Foreman, Shops, Ind.
W. E. ROSS.....Tool Room Foreman, Shops, Ind.
H. C. THRASHER.....Machinist, Flora, Ill.
W. PLATZ.....Brakeman, Washington, Ind.



EUGENIA
Daughter of Engineer W. S. Gillette, Illinois Division

Night yardmaster N. Murray, at Flora, has resigned to take his place as conductor. Yard foreman Ed Coil is filling the vacancy.

Road foreman of engines F. Hodapp, chief clerk F. A. Conley and night chief dispatcher J. W. Odum have all returned from their vacations. Mr. Hodapp has lots of evidence in the way of photographs to show he had some good fishing.

Operator E. C. Rice, Olney, Ill., reports the arrival of an eleven pound boy.

Operator R. H. Rogers, of Lebanon, landed third trick at Flora on bulletin and has moved to Flora.



A. B. VERMILLION
Right—Traveling Timekeeper

W. S. HOPKINS
Left—C. T. Timekeeper

"Education precedes progress."

"Reading is to the mind what exercise is to the body."

—*N. C. R. Weekly.*



Let Me Show You How To Earn BIG MONEY

I want to show you the wonderful opportunities open to you and how easy it is to fit yourself at home to earn a big salary right from the start, as a

DRAFTSMAN!

Today—every day—always—there are big paying positions open for the Expert Draftsman, with my training. The demand for Draftsmen exceeds the supply and is constantly increasing. Never before have salaries been so high—never before such splendid opportunities for advancement. In this grand profession you can become independent—you need never be without lucrative employment—and if you have ambition to go into business for yourself, a knowledge of Drafting opens the way for you to do so with little or no capital.

Here Is Prosperity

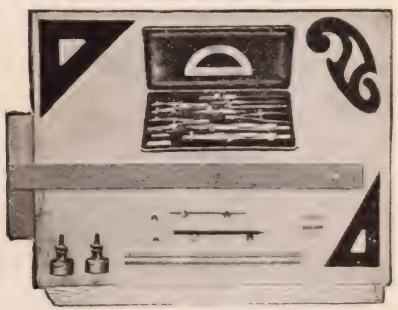
For many years I have been a practical, high-salaried Draftsman and Designer. Because of the thorough instruction I received and the many years of practical experience I have had, I claim to be the best qualified expert in the United States to instruct others in Draftsmanship. I want you to send me your name on a postal card or send coupon below and I will tell you all about this fascinating and profitable profession. I'll show you how, during your spare time, I will quickly and easily train you in this work so that you will be qualified to hold a position paying from $100 to $300 a month. No previous experience necessary.

Smallest, Easiest Payments
Special Tuition Offer!

For a short time only I offer my personal instructions at such small, easy payments that anyone, no matter how small his income, can now become an Expert Draftsman. As an Extra Special inducement for prompt enrollment I am offering a $25.00 Tuition Credit, but I must withdraw this offer before long. It means a grand opportunity for you if you act quick.

FREE If you enroll in the next thirty days I will give you absolutely Free, this magnificent set of Draftsman's Drawing Instruments, valued at $17.50. But you must act at once to get it Free. Just mail coupon below and I will send you, Free, the most complete and clearest Book on Drafting ever published and full particulars of my wonderful proposition.

CHIEF ENGINEER, Chicago Engineering Works
418 Cass Street, Chicago, Ill.



FREE COUPON

Chief Engineer, 418 Cass St., Chicago, Ill.
Dear Sir: Send me your book, "The Road to Success" and full particulars of your limited offer.

Name.....

Address.....

B. & O. 5-'14



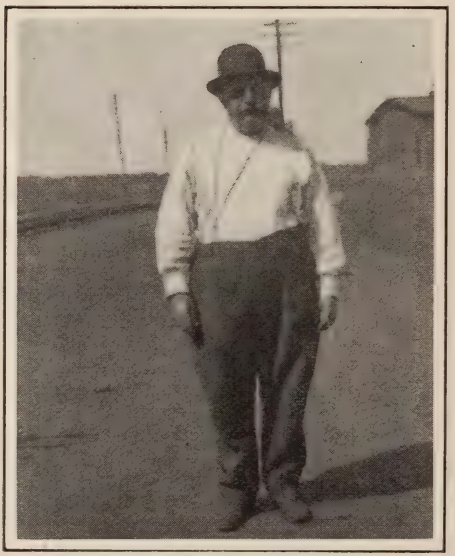
While the boys in the picture are not all baseball players they are hitting the ball on our freight trains.

Top row: F. M. Sheetz, C. A. Jackson, J. I. Higgins, W. F. Caldwell, J. F. Grannon and F. M. Tucker.

Bottom row: C. M. Singleton, L. R. Ruby and G. C. Edmiston.

Dispatcher L. R. Thomas, who is one of the "old home boys," and is now working for the C. H. & D. at Indianapolis, Ind., dropped off at Flora few days ago shaking hands with old friends.

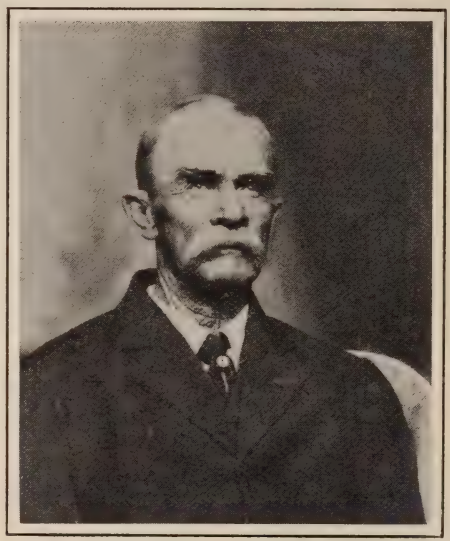
Ex-safety committeeman conductor, C. E. Hendricks holds two records, that of being the shortest conductor (in stature) and that of moving the largest trains on the Springfield Sub-Division.



C. E. HENDRICKS

Switchtender John Morris of Vandalia Crossing, East St. Louis, was born in New York City, July 4th, 1847. He served one year in the Union Army, being mustered out on March 16th, 1866.

He entered the service of the O. & M. at East St. Louis in March, 1870, as a brakeman and continued in that capacity until May 23rd, 1873, on which date he had the misfortune to loose his arm in an accident at Sumner, Ill. He was then made crossing watchman at Vincennes, later being transferred to East St. Louis to the position he now holds. The following verses were written by switchman Wm. M. Clavin, East St. Louis to him:



JOHN MORRIS

THE SWITCHTENDER.

A little red shack built close to the track,
With a window in either end,
A little red door and ten feet of floor,
And plenty of switches to tend.
A little old man with only one hand
And a little old pipe made of clay,
And a little old smile from old Erin's Isle
He's a happy old fellow all day.

In that little old shack built close to the track
Lurk memories of bygone years,
When youth in its prime was all summer time
Now gone among sorrow and tears.
When this little man with only one hand
In the days of the old link and pin,
While coupling up cars, was caught in the bars
And the cruel hand of Fate turned him in.

In that little old shack, turn life's pages back
When youth, strength and health looked ahead,
Since those balmy days, the future's bright rays
Have changed like the hair on his head.
As he sits there tonight in the glare of the light
That shines through the little stove door,
You can easily trace by the lines on his face
The sadness and gladness of yore.

EARN A ROCKER EASY

THIS BIG VALUE 7 BAR BOX CONTAINS 7 OF OUR MOST POPULAR TOILET SOAPS.

75c Value—You Sell it for Only 50c.



Sell 25 Boxes of This Soap and Earn This Fine Upholstered Rocker

DON'T MISS THIS BIG OFFER!

WE will send this fine Rocker and 25 boxes of our Big Bargain seven (7) Bar Box of Assorted Toilet Soap to any responsible person, on thirty days' credit, Don't send any money unless you want to—just fill out the Coupon below—give names of two reliable business men of your town as references, and if satisfactory we will ship Soap and Rocker at once.

You sell this Soap at 50c a box, send us $12.50 when it is sold, and you have the Rocker as your reward.

Description of Rocker No. 90174

Frame of solid Oak, Golden Oak finish; front posts and arms 4 inches wide; 8 3-4 inch square fillers under arms; seat measures 21x20 inches; spring construction. Rocker upholstered in best black imitation leather; back 27 inches high from seat.



Solid Oak Frame, High Back, Heavy Upholstering.

(209)

Soap Easy to Sell

Anyone can quickly sell twenty-five boxes of this high grade Toilet Soap. Boys and girls can easily earn this Rocker by selling Soap after school. Friends and neighbors will be glad to buy because of the big value,

Everybody knows that Crofts & Reed's Products are of high quality. We have been making GOOD goods for twenty-six years. People everywhere want Crofts & Reed's Soap. You will be surprised how easy you can earn this handsome Rocker. Remember, you take no risk—we take everything back at our expense if you are not perfectly satisfied.

CROFTS & REED CO.
Dept. A-541 CHICAGO

Mrs. Hazel Thomas, Missouri, writes:
"I have no trouble in going into any home and getting an order for CROFTS & REED goods. I have just sold a $26.00 order with not one complaint."

USE THIS COUPON

CROFTS & REED CO., Dept. A-541 Chicago

Please ship to my address 25 7-bar Boxes of Assorted Soap and Rocker No. 90174. I will pay the freight and agree to sell the soap at 50c a box and send you $12.50 within 30 days.

Name.....

Address.....

Post Office..... *State*.....

Reference..... *Business*.....

Reference..... *Business*.....

Mrs. Cora White, Brownsville, Ohio, writes:
I enclose $10 to pay for the 20 boxes of soap that I recently sold to earn my rocker. I have had very good success selling the soap, as everyone likes it very much.

Mrs. Hairy Miller, Hooversville, Pa., writes:
I received my soap and rocker on the 24th of last month, and I am well pleased with the rocker, and the people that bought the soap were very well pleased. I sold the soap in a half day, so you see it sold good.

Mrs. Hettie Ewing, Watonga, Okla., writes:
Received my chair and the toilet soap on the 26th, and wish to thank you very much for the chair. I think it is fine. Also the toilet soap is nice. I had no trouble in selling it. Enclosed find money order.

When you come along and the switches are wrong
And the lights all around you are red,
Don't curse and abuse, don't shout and misuse,
Have respect for that weary grey head.
For that little man with only one hand
May soon pass away from your view,
And the cruel hand of Fate may not hesitate
To make a switchtender of you.

TOLEDO DIVISION

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. Mitchell.....Superintendent, Chairman, Dayton, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. S. Koop.....Trainmaster, Dayton, O.
G. E. Reel.....Trainmaster, Lima, O.
C. W. Havens.....Assistant Trainmaster, Dayton, O.
H. W. Brant.....Division Operator, Dayton, O.
M. P. Hoban.....Road Foreman of Engines, Dayton, O.
W. B. Kilgore.....Road Foreman of Engines, Lima, O.
W. D. Johnson.....Master Mechanic, Ivorydale, O.
J. R. Casad.....Claim Agent, Dayton, O.
John Sullivan.....Supervisor M. of W., Lima, O.
Wm. O'Brien.....Supervisor M. of W., Rossford, O.
Edw. Ledger.....Supervisor M. of W., Dayton, O.
G. W. Thomas.....Master Carpenter, Rossford, O.
G. W. Kydd.....Signal Supervisor, Wyoming, O.
F. S. Thompson, M. D.....Company Surgeon, Dayton, O.
Wm. Ryan, M. D.....Company Surgeon, Dayton, O.
R. B. Mann.....Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
E. F. Maley.....Agent, Piqua, O.
W. J. Kroger.....Relief Agent, Piqua, O.
J. C. Mullen.....Agent, Toledo, O.
J. C. Stipp.....Agent, Lima, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. Moore.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima. O.
W. J. Simmons.....Road Conductoe, Lima, O.
Ed. Rice.....Yard Conductor, Dayton, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
H. B. Cook.....Shopman, Rossford, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sidney, O.
E. L. Kelly.....Assistant Yardmaster, Rossford, O.
A. C. Bushwaw.....Clerk, Secretary, Dayton, O.
C. L. Brevoort....Terminal Superintendent, Cincinnati, O.
R. B. Fitzpatrick....Terminal Trainmaster, Cincinnati, O.



RESIDENCE OF FIREMAN CHARLES WOLFE, DAYTON, OHIO

C. M. Hitch.....General Car Inspector, Cincinnati, O.
E. C. Skinner.....Agent, Cincinnati, O.
R. Archer.....Supervisor M. of W., Cincinnati, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
F. S. De Camp.....Claim Agent, Cincinnati, O.
R. E. McKenna.....Yard Foreman, Ivorydale, O.
A. Gronbach.....Yard Foreman, Hamilton, O.
Wm. Rosche.....Machinist, Ivorydale, O.



M. H. KOPP, TRAINMASTER C. H. & D.

M. S. Kopp, whose picture is shown here, was born in Pittsburgh, Pa., October 30th, 1874. His parents later located at Cincinnati, Ohio, where he attended public school. He began his railway work with the C. H. & D. R'y as office boy in the superintendent's office at Cincinnati in November, 1890. Taking advantage of his spare time, he became a studentof telegraphy, was given a clerical position in June, 1891, and made operator and relief agent in December, 1891. On April 10th, 1896, he was brought into chief dispatcher's office as copy operator and extra dispatcher and promoted to a regular trick four months later, working in this capacity until May, 1909, when he was appointed chief dispatcher. In December, 1910, he was appointed assistant trainmaster, and in February, 1914, was made trainmaster.

"Maxie," as the trainmen know him, has proved that his policy of "action, up and going at all times," his dealing with his men, particularly in matters involving failure to obey rules or carry out instructions and his heart-to-heart talks with the men, have made for him many loyal followers, and won for him the promotion to trainmaster from that of office boy.

Our esteemed friend "Doc" Holmes sent us the following Lima shop notes:

John Brown and family spent ten days at Cincinnati, where they took in the reunion of the Stein family.

Don (John Bunny) Kelty, machinist, has moved his family from Bellefontaine to Lima. Welcome to our city.

Pat Finn, chief inspector at Lima, not getting the proper "Honorable Mention" in Mr. Murphy's day book, we believe John Hanifin entered into a conspiracy to take away from him his right as "the first Safety First man."

THE FOX

" 2 # 3 ^ 4 % 5 — 6 * 7 ' 8 (9) 0 & $ B/L AM

Q W E R T Y U I O P ! 1/4

A S D F G H J K L : W/B PM

CAP Z X C V B N M ; . ? / CAP

TELEGRAPHER'S KEYBOARD



Examine carefully the keyboard shown above—it is our famous Fox Telegraphers' Keyboard. It has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters. On these extra keys we give you "AM" and "PM", "B/L" and "W/B". We can, if wanted, give you "No." in place of the fraction ¼ and your personal "sine" in place of the fraction ½. This requires the making of a special type die—costing us $3.00 to engrave—and we cannot, therefore, furnish this type on a trial typewriter. If $10.00 or more cash accompanies order we will supply this special type free. The ordinary typewriter will not meet the requirements of the telegraph operator. The Fox Visible Typewriter, Model No. 24, is the ideal "Operator's Mill." It is fully visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction. Carriages are interchangeable and any length can be had with the typewriter, or procured later, and the change from one carriage to the other can be made in two minutes, or less.

Write us just what is wanted: A typewriter for wire work, for billing, or for general use. Tell us the length of carriage needed, style of type preferred, and kind of keyboard wanted, and we will make you a big, special, mid-summer, dull-season, war-time, introductory proposition on absolutely new stock, straight from our factory, and you can pay us for it, if purchased, after trial, either in all cash or a little down, whatever you can spare, and the balance monthly. Mention the B. & O. Employes' Magazine.

THE FOX TYPEWRITER

Has Every Feature Found in Any Standard Typewriter Ever Advertised in the B. & O. Magazine and a Number of Exclusive Features of Its Own.

WRITE FOR SPECIAL OFFER TO TELEGRAPH OPERATORS

Fox Typewriter Co.

1010-1060 Front Ave., Grand Rapids, Mich.

FROM THE B. & O. MAGAZINE FOR OCTOBER

Name .....

Address .....

The genial Gym found time enough between drags to spend a couple of hours with his old friends at Columbus.

Joe Morgan took his mother with him on his western trip, visiting Pike's Peak and other points of interest.

Eddie Heyman, operator at Tontogany, is building a new home, and we understand that he will spend his vacation in supervising the building.

We are all grieved to learn of the death of baggagemaster Wm. Olney at Cincinnati, September 6th. Mr. Olney entered the service of the C. H. & D. R'y October 1st, 1877, as freight brakeman, and was made baggagemaster November 1st, 1882, working in this capacity until the time of his death.

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. Fenner, *Chief Clerk*
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. Hynes.....Superintendent, Chairman
A. A. Iams.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Master Carpenter
G. A. Rugman.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
E. F. McCafferty.....Division Foreman
R. O'Neil.....General Car Foreman
F. M. Drake.....Relief Agent
C. H. Rauck.....Agent
E. M. Jones.....Yard Conductor
J. M. Ginan.....Conductor
B. F. Shelton.....Fireman
T. G. Hoban.....Engineer
L. H. Simonds.....Claim Agent
F. S. Thompson.....Company Surgeon
J. J. Fitzmartin.....Division Operator
E. B. Childs.....Stationary Engineer
I. N. Long.....Section Foreman
E. Blake.....Section Foreman
H. D. Spohn.....Brakeman

INDIANAPOLIS DIVISION

Correspondent, Roy Powell, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

R. B. White.....Chairman
F. M. Conner.....Trainmaster
E. C. Sappenfield.....Trainmaster
H. F. Passel.....Division Engineer
J. T. Clemmons.....Supervisor
E. Boas.....Master Mechanic
E. I. Partlow.....Road Foreman of Engines
D. J. Curran.....Agent, Indianapolis
E. A. McGuire.....Claim Agent
J. B. Fisher.....Engineer
S. I. Bickerton.....Fireman
V. P. Tague.....General Car Foreman
J. L. Graef.....Agent, Connersville
Wm. Morgan.....Conductor
T. L. Hadden.....Yard Conductor
J. A. Mercer.....Brakeman
R. S. Powers.....Machinist
H. G. Hogan.....Machinist

Moorefield shop reports the marriage of Pliny Miller, mechanic, to Miss Bertha Hopkins, Indianapolis, Ind., on August 25th.

This same shop seems to be getting the marriage habit, as the wedding of William B. Conner, fireman at the Stationary plant, is also reported for the near future. Mr. Conner is rather reticent about the matter, but as the bride-to-be has fixed the time, it seems that he will only have to be present to make the rumor a fact.

Machinist H. C. Hogan, of the Divisional Safety Committee, has been promoted to the position of assistant roundhouse foreman, Moorefield shop, and as his new duties will require his entire attention, assistant boiler foreman A. R. Heck has been placed on the Committee in his stead.

Agent O. L. Akins, of Mt. Auburn, has been granted a leave of absence, during which he will attend a class in advance photography in a school at Effingham, Ill., with his son, who has taken up this line of work.

The track elevation matter at Indianapolis again shows signs of life, as contractors have started work on the elimination of Pogue's Run, which has been one of the big engineering problems connected with this work.

The scarcity of water on the Springfield Division and the Ohio River Branch this summer has emphasized the necessity of an adequate water supply at some central point, and the maintenance of way department now has the work on a wide and deep well at Hume under way. This well will be twenty feet in diameter, and the prospects are that it will be more than three hundred feet deep. If they strike a good supply of water, it will solve the water question in this territory and prevent the necessity of hauling water, as we have been doing for the past two summers.

SANDY VALLEY & ELKHORN RAILWAY

Correspondent, George Dixon, *Chief Clerk*

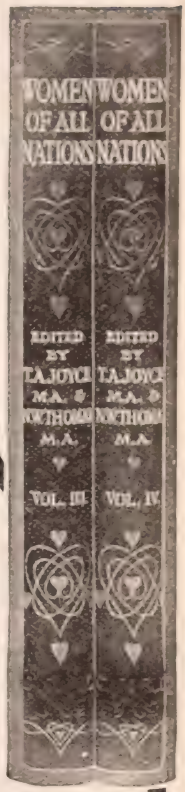
DIVISIONAL SAFETY COMMITTEE

H. R. Laughlin.....Chairman
A. W. White.....Engineer Maintenance of Way Department
D. W. Blankenship.....Section Foreman
C. C. Lough.....General Foreman
S. H. Johnson.....Engineer
E. Cassidy.....Fireman
J. M. Moore.....Conductor

WITH the vacation season over an unusually large number of divisional notes with photographs are being sent to the editor. If certain items submitted do not appear, employes will understand that it is because of lack of space. We try to select the most interesting notes and to give our readers the benefit of information which we think will appeal to the greatest number of them.







The only Work of Its Kind In the History of Literature

HERE'S an interesting and splendidly illustrated set of books that should be owned by every man or woman who likes to study human nature. It is the only standard work that describes the women of all races and nations. In its pages you may read how the women of China, or Samoa, or India, or Sweden live—how they keep house—how they marry—how they treat their husbands—and the vast collection of photographs reproduced in these volumes will show you how they look.

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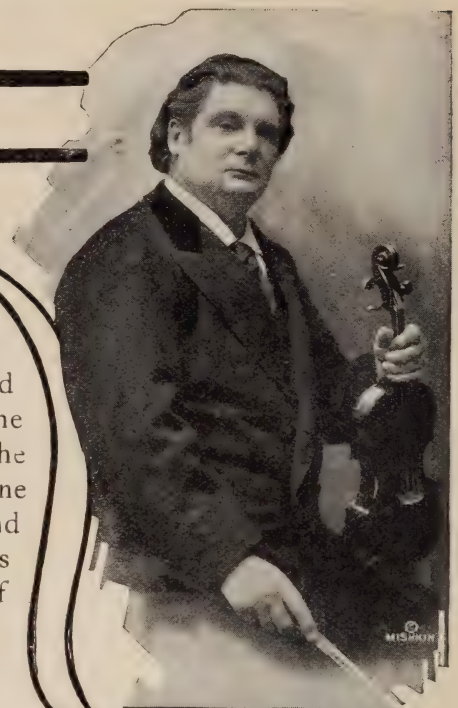
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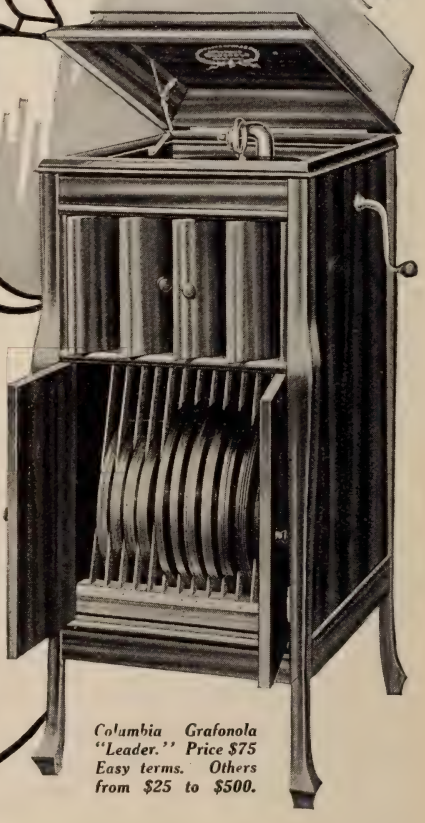
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BALTIMORE AND OHIO EMPLOYES MAGAZINE



NOVEMBER, 1914

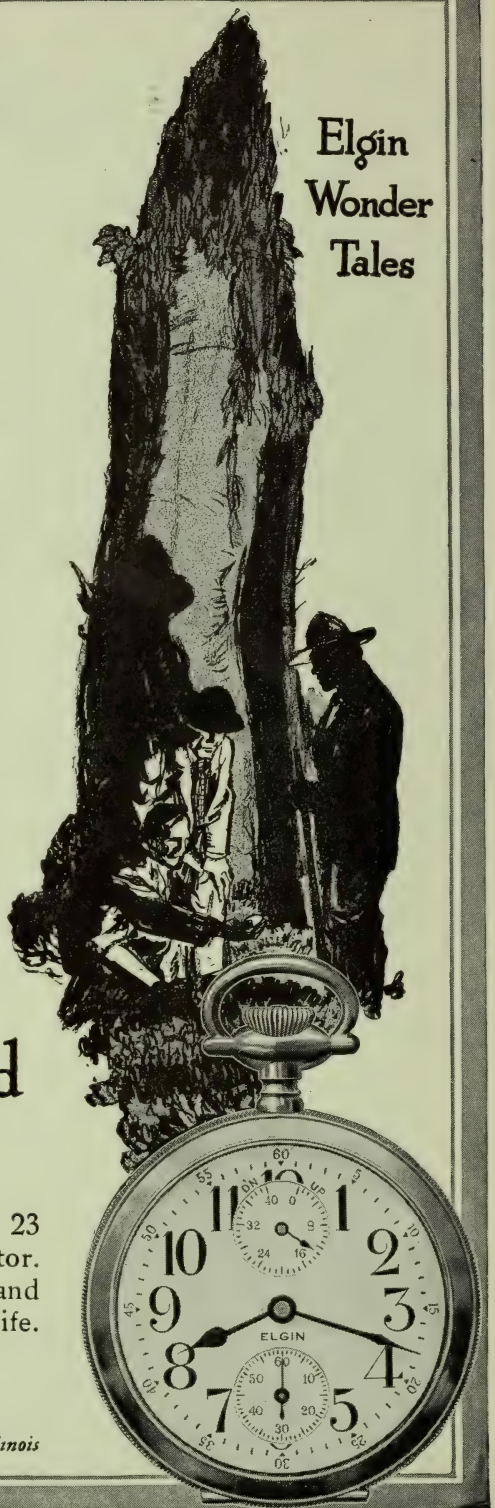
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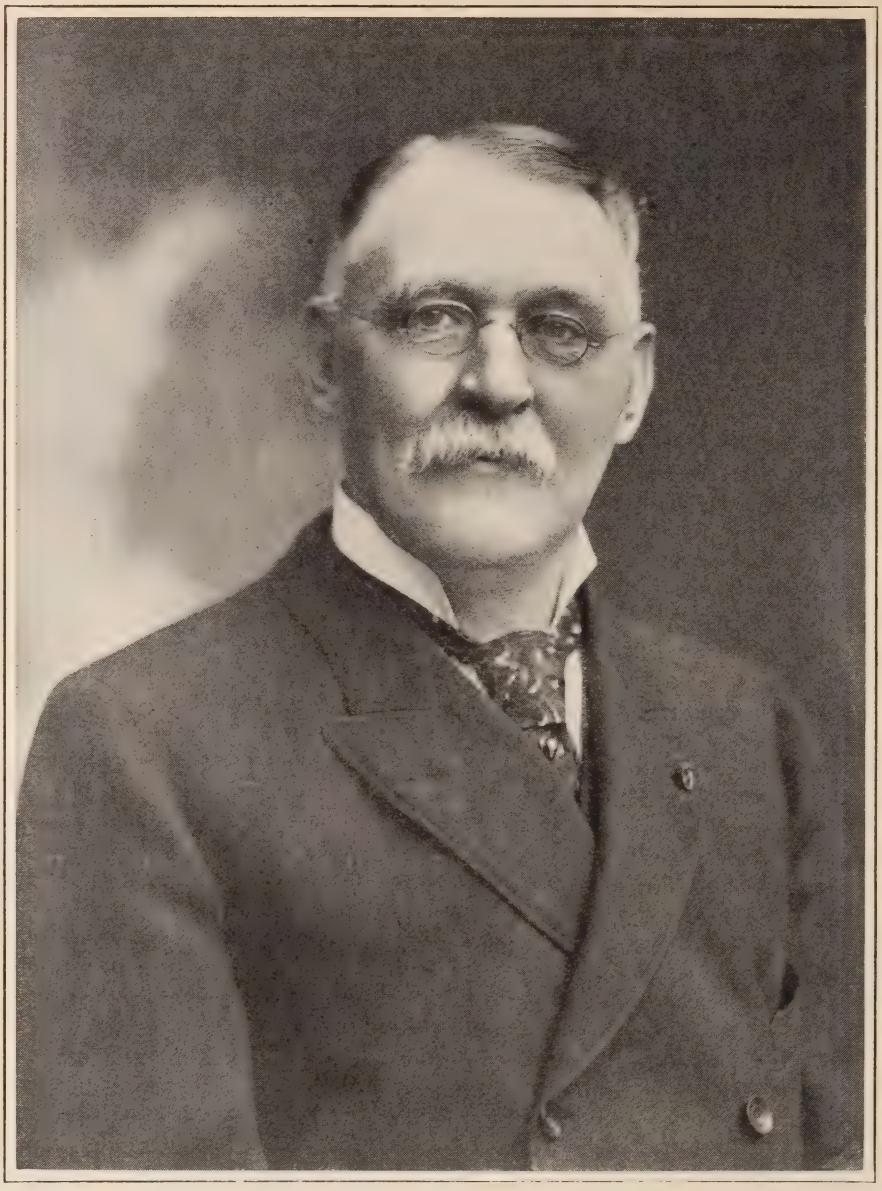
Thanksgiving Number

Volume 3 BALTIMORE, NOVEMBER, 1914 Number 2

CONTENTS

Norman Bruce Ream—A Director of the Baltimore & Ohio..... 5
The Baltimore & Ohio Railroad Company—Its Charter and Early Development .....A. Hunter Boyd, Jr. 7
By Right of Possession.....Edgar White 11
Employes Magazine Suspends Publication..... 17
Why The Dog Howls—A Poem.....Berton Braley 18
The Reins to Them Who Can Drive.....Howard Elliott 19
Exhausts 25
A History of the Martinsburg Shop .....W. L. Stephens 29
Handling a Bumper Peach Crop.....J. H. Stewart 35
Will He Oil Her Up For a Long Run?—Cartoon.....James Lynch 40
Glee Club of Baltimore Employes Has Auspicious Beginning..... 41
A Good Bulletin 44
The Panama-Pacific International Exposition..Hamilton W. Wright 45
The Cover Picture.....F. J. Angier 51
The New Bascule Bridge Over the Calumet River, Chicago Oscar Wacker 52
A Personal Appreciation of Michael J. Corrigan....G. W. Andrews 55
The Speed Recorder's Job.....B. H. Anderson 56
Home Department .....Edith Henderson 57
Three National Emblems—Cartoon.....John J. Mahoney 59
Editorial..... 60

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Director
Baltimore and Ohio Railroad

Norman Bruce Ream—A Director of the Baltimore & Ohio

Born and Bred a Farmer Boy, He Becomes a Great Financier

NORMAN BRUCE REAM, was born on November 15, 1844, in Somerset County, Pennsylvania. His father was Levi, and his mother Highly (King) Ream. The family is one of the oldest in America. Of German ancestry on the paternal side, the subject of this sketch is descended from Andrew Ream, who emigrated to Pennsylvania in the early part of the eighteenth century, and from John Ream, who was active in the Revolutionary War. His mother came of Anglo-Scottish stock that had been long settled in New Jersey.

He was reared on his father's farm and educated in the district schools until he was fourteen. He then himself taught school for a few months before entering the County Normal School. His leisure hours at this time were devoted to the study and practice of photography.

Upon the outbreak of the Civil War he went to the front with the Eighty-fifth Pennsylvania Volunteers and served with distinction under McClellan, Butler, Grant and other commanders, until he was wounded in February, 1864, in an engagement near Savannah, Ga. He was then honorably discharged with the rank of First Lieutenant.

For about a year he served as a clerk in a Pennsylvania country store. In 1866 he removed to Princeton, Ill., and the following year to Osceola, Iowa. In both these places he engaged in a general mercantile business. In 1871 he went to Chicago, where he had a most successful career as a live stock and grain commission merchant. He was at this time a prominent member of the Chicago Board of Trade. In 1885 he became a member of the New York Stock Exchange. In 1888 he withdrew from the commission business and has since that time been attending to his great real estate, street railway, railroad and other interests.

Mr. Ream organized a syndicate in the eighties to erect the Rookery Building, which was the first steel frame skyscraper. He was one of the organizers of the National Biscuit Company, in which he was associated with A. W. Green and others; and was active in the formation of the United States Steel Corporation. He has organized and constructed many street railways, electric plants and other public utilities.

He has made his headquarters in New York City for many years, and is now connected with the following corporations: Director of the Baltimore & Ohio R. R., vice-president and director of the Central Safety Deposit Company, the Chicago & Erie R. R. Company, the Cincinnati, Hamilton & Dayton R'y Company, the Cumberland Corporation, the Erie R. R. Company, the First National Bank of Chicago, the Franco-American Financial Association, the Mount Hope Cemetery Association, the National Biscuit Company, the Pullman Company, the Seaboard Air Line Railway, The Securities Company, the Sussex Realty Company and the United States Steel Corporation, and a trustee of the New York Trust Company.

Mr. Ream belongs to the Metropolitan, the City Midday, the Automobile Club of America, the New York Yacht, the National Arts and other clubs and associations.

He was married on February 19, 1876, at Madison, N. Y., to Miss Caroline Putnam, a daughter of Dr. John Putnam. The couple have six children—four sons and two daughters.

Mr. Ream is one of those progressive capitalists who has left his mark upon his generation. Physically he is cast in heroic mold, standing well over six feet, with a massive head set upon shoulders of equally massive proportions. His splendid physique undoubtedly accounts in part for his leadership among the able men with whom he has been associated, yet his presence is far from imperious. A kindly face set in a frame of thick gray hair smiles a quiet but cordial welcome and his eyes light up with pleasurable anticipation as you enter his office.

If business surroundings indicate in any degree a man's character, perhaps we can get some significant impressions from a brief visit to his office. It is located on the thirteenth floor of a marble building at twenty-six Broad Street, New York City. A conventional leaded glass door, lettered plainly with "Norman B. Ream," opens from the corridor into an outer room of moderate dimensions and from here it is but a dozen steps into the private office. Mr. Ream's desk, an old fashioned massive mahogany roll top, is set right next to a window from which a glance will sweep the most important financial institutions in the new world. On the left is the United States Subtreasury, with the Bankers' Trust Company and the new home of the Morgan banking house on opposite corners, while almost next door is the Stock Exchange and down the street the mart of the curb brokers, hemmed in by great buildings which house dozens of financial concerns of international reputation.

Around us, however, there is an utter lack of the ostentation we are prone to associate with the offices of great financiers. A plain substantial mahogany table is perhaps a trifle crowded by a comfortable looking leather sofa, with arm chairs to match. On it are several atlases and a world chart with movable pegs which show the location of the world's ships. A large and puzzling looking map labeled "The Cotton Belt" leans against a partition, and set on the marble mantle over a small fireplace is a splendid profile model of the Panama Canal. This, with a fine picture of the champion America Cup defender yacht "Reliance," under full sail, shows that Mr. Ream's interest in the sea is not altogether commercial. A small bookcase filled with financial and legal volumes is convenient to his desk while a framed certificate of membership in the Longfellow Memorial Association, and autographed portraits of the late J. Pierpont Morgan, Commodore Robert E. Peary and other men of national note, about complete the furnishings.

Add to these few observations the knowledge that Mr. Ream has always taken a keen interest in organizations to help the other fellow, that, for instance, he was one of the founders of the Manual Training Schools of Chicago, and it is not hard to understand why the sturdy characteristics and simple tastes bred almost seventy years ago in the boy on the farm along the Baltimore & Ohio lines in Somerset County, Pennsylvania, are still those of the man of whom it is said with significant frequency,

"His word is as good as his bond."

The Baltimore & Ohio Railroad Company—Its Charter and Early Development

By A. Hunter Boyd, Jr.

Assistant General Attorney

JUST as the Constitution of the United States, adopted by the original thirteen states, is now the supreme law of a vast domain of forty-eight states and large territorial possessions, so the charter of The Baltimore and Ohio Railroad Company, a road of but 378 miles in length, in effect controls the whole Baltimore & Ohio System, with its 4,500 miles of line and its trains operating in a dozen states. There are scores of railroad companies comprising the System, companies with their own charters and governed in no sense legally by the Baltimore & Ohio charter, yet after all the parent railroad company controls the destinies of all its subsidiaries, and the president and directors elected under the provisions of the old charter in turn appoint the officers and men to operate the System. Therefore, a brief sketch of the charter of The Baltimore and Ohio Railroad Company and of the old road constructed under it, may be of some interest to the employes.

In February, 1827, a number of citizens of Baltimore, Maryland, met to consider means of restoring to the City of Baltimore a portion of the western trade which recently had been diverted from it by navigation on northern rivers and canals. A committee was appointed to investigate the efficiency of railroads and the means of conveying heavy commodities at small expense. At that time there were no railroads of any kind in the United States except one in Pennsylvania, which carried coal from the Mauch Chunk mines and another small one in Massachusetts for the use of granite quarries. The committee of seven reported the following week, recommending the building of a railroad to connect Baltimore with the navigable waters of the Ohio. This report was unanimously approved and resulted in the passage by the Legislature of the State of Maryland of "An Act to incorporate The Baltimore and Ohio Rail Road Company." The passage of this Act on February 28th, 1827, marked the beginning of railroad construction in America, the Baltimore & Ohio being the first railroad in the country chartered and constructed to do a general transportation business.

Space does not permit any detailed review of the charter. It designates nine citizens of Baltimore as commissioners for the purpose of receiving subscriptions to the capital stock of the Company, amounting to $3,000,000 in shares of $100 each, of which 10,000 shares were reserved for subscription by the State of Maryland and 5,000 by the City of Baltimore. The charter is to be forfeited if 1,000 shares are not subscribed within twleve months. Those subscribing, comprising the stockholders,

are authorized to elect twelve directors to manage the affairs of the Company, which directors are empowered to elect a president of the Company. To continue the succession of the president and directors twelve directors are to be chosen annually on the second Monday of October in every year in the City of Baltimore.* The State of Maryland and the City of Baltimore are authorized to appoint one additional director for every 2,500 shares of stock owned. At the present time, no stock is owned by city or state and hence they have no representative on the board of directors.

The president and directors are to appoint and determine the compensation of "such officers, engineers, agents or servants whatsoever" as they deem necessary. They are further empowered to increase the capital stock; to borrow money; to issue certificates or other evidence of loans, and to pledge the property of the Company for the payment of the same.

They are invested with all powers necessary to the construction and repair of a railroad from Baltimore to some point on the Ohio River not exceeding sixty-six feet wide, with as many sets of tracks as they deem necessary; to build bridges, fix scales and weights, lay rails and secure a right of way by agreement or by condemnation. They may construct lateral railroads in any direction whatsoever. Authority is given them to purchase "all machines, wagons, vehicles or carriages of any description whatsoever" which they may deem necessary for the purposes of transportation; "and it shall not be lawful for any other company or any person or persons whatsoever to travel upon or use any of the roads of said Company, or to transport passengers, merchandise, produce or property of any description whatsoever along said roads, or any of them, without the license or permission of the president and directors."

Rates are authorized as follows: Eastbound freight, not exceeding one cent a ton per mile for toll, three cents a ton per mile for transportation; westbound freight, not exceeding three cents a ton per mile for toll, three cents a ton per mile for transportation. Passengers, not exceeding three cents a mile. Increased rates were permitted by subsequent laws, the Act of 1836 authorizing passenger rates of six cents per mile.

It is expressly declared that shares of the capital stock shall be exempt from the imposition of any tax or burthen by the state's assenting to the law. Dividends may be declared "of the nett profits arising from the resources of the said Company after deducting the necessary current and probable contingent expenses."

Any person wilfully injuring any part of the railroad or any of its buildings, carriages or machines shall pay to the Company $500, and in addition shall be punished by fine and imprisonment.

The railroad must be commenced within two years and finished within the State of Maryland within ten years or the charter is forfeited. The time for completion was extended by subsequent Acts.

Many supplements to the Act of incorporation were passed by the Maryland Legislature, some of which will be noted later. Confirmatory Acts were passed by the States of Virginia and Pennsylvania. The Virginia Act of March 8th, 1827, authorized the construction of the road through that state to the Ohio River, with the proviso that "said road shall not strike the Ohio at a point lower than the mouth of the Little Kanawha." Pennsylvania, by its Act of February 27th, 1828, assented to the construction of the railroad on condition that a line should be built to Pittsburgh from the main line if the latter did not terminate at the Ohio in the vicinity of Pittsburgh. The railroad did not avail itself of the Pennsylvania Act, as it was finally determined to strike the Ohio at Wheeling, then in the State of Virginia.

On July 4, 1828, the cornerstone was laid, and soon the work of construction was under way. The first division of the road was opened for the transportation of passengers in May, 1830, from

*Changed to third Monday of October by an Act of 1850, and again to the third Monday of November by an Act of 1858.

Baltimore to Ellicott's Mills, a distance of about fourteen miles. For several months horses were the motive power, and considerable difficulty was experienced in determining what was to be the standard motive power of the road. Various experiments were made, one being a car fitted with sails, the operation of which was favorable enough when it was desired to go in the same direction as the wind, but unfortunately little progress could be made in the opposite direction. A "horse-power" locomotive (operated by a horse walking on a tread mill or endless belt in a car) was used for a brief period. This species of motive power came to a disastrous end when one day the car ran into a cow with the result that the car and its passengers rolled down an embankment. While not recorded in history it is probable that this experiment also resulted in the presentation of the first "cow claim" against a railroad.

In August, 1830, the first steam locomotive, the miniature "Tom Thumb," was operated on the Baltimore & Ohio. Though defeated in its historic race with a horse car, the venture was on the whole successful, and in a short time steam locomotives were used regularly to haul the cars.

In the spring of 1832 the road was opened to the Point of Rocks, a distance of over sixty miles. In the meantime, several Acts affecting the Railroad had been passed. One authorized its extension within the City of Baltimore City, the charter being somewhat ambiguous on this point. The Act of 1831 empowered the Company to contract for the carriage of United States mail; to make special contracts with any person or corporation "for the exclusive use of any car or part of a car or wagon on such railroad for a limited time or distance;" to make charges for receiving, weighing, delivering and storing merchandise and other freight and for the transportation of freight weighing less than 250 pounds; this Act further authorized the Railroad Company to charge twelve and a half cents "for taking up and setting down any person who shall travel a distance not exceeding eight miles, in addition to the charge of three cents per mile for the conveyance of such person." The Act does not specify the method of "taking up and setting down." Another Act of 1831 authorized the construction by the Baltimore & Ohio of the Washington Branch, from Baltimore to Washington.

Litigation with the Chesapeake & Ohio Canal Company delayed the building of the railroad beyond the Point of Rocks for some time. The Canal Company, jealous of its steam competitor, claimed the right of way between the Point of Rocks and Harper's Ferry, a narrow pass between the Potomac River and the mountains. Finally, in 1832 the Court of Appeals of Maryland sustained the Canal Company's contention and enjoined the railroad from using the land between those points until the Canal Company had laid out its route. (This is the second reported law suit in which the Baltimore & Ohio is a party, the first being that of Baltimore & Ohio Railroad Company *vs.* Hoye, a condemnation case, decided by the Court of Appeals of Maryland on January 22, 1830.) Attempts at settlement were made without result. Finally, the Maryland Legislature intervened and passed an Act in 1832 urging the Canal Company to agree with the Railroad Company so as to permit the joint construction of both enterprises. A compromise was afterward effected and embodied in a law passed at the December session of 1832.

Among other things, that Act prohibited the Baltimore & Ohio from using locomotive engines between the Point of Rocks and Harper's Ferry until it had erected a "close fence of boards of sufficient elevation to permit such locomotive engines from alarming the horses and mules tracking the canal boats." (This is probably the earliest record of Safety First.) The fence was found to be impracticable, and for some time after the construction of the railroad between the Point of Rocks and Harper's Ferry horses were used to draw trains in order not to violate the law. This portion of the law was repealed by the Act of June, 1836, and for the last time on the Baltimore & Ohio, horse power was discontinued and steam loco-

motives now hauled trains from Baltimore to a point opposite Harper's Ferry on the Maryland side of the Potomac. This line was opened in December, 1834.

For several years no progress westward was made. The money markets were depressed and the directors found the greatest difficulty in raising funds for further extensions. Finally, aided by additional subscriptions from the State of Maryland, the Potomac was bridged at Harper's Ferry and the road built from there to Cumberland, running through Virginia from Harper's Ferry to a point six miles east of Cumberland, and there recrossing into Maryland. In connection with the construction of this portion of the road there has recently come to light an interesting condemnation proceeding instituted in Virginia in 1839; in order to acquire a right of way at one point the Company was required to contract its standard width of sixty-six feet to fifty feet so as not to injure a certain spring, the waters of which had to be carried under the tracks by a large culvert. It was further required that the culvert was "to be so constructed and finished as to answer the purposes of a dairy." At the present time the right of way is still contracted at this point and the trains continue to run over this dairy, if the owner still uses the culvert for that purpose.

In 1842, the railroad was opened to Cumberland, 178 miles from Baltimore. By this time it had been definitely determined to strike the Ohio at Wheeling, in Virginia, the chief engineer having reported seven years before that the mountains west of Cumberland could be crossed by locomotives and their trains without using stationary power or inclined planes. Work was not commenced until the spring of 1849, and the completion in 1852 of the two hundred miles of line between Cumberland and Wheeling was, and is today, one of the great achievements of railroad construction. With funds lacking to carry out fully the plans projected, without any construction equipment and appliances worthy the name, in four years this railroad was constructed for a distance of two hundred miles over the highest ranges of the Alleghanies, through rock tunnels and over ravines, in the face of almost insurmountable physical difficulties. On Christmas Eve, 1852, the last rail was laid, and on January 1, 1853, the first through train from Baltimore pulled into Wheeling. It was at this time that Benjamin H. Latrobe, chief engineer, proposed the following memorable toast to the Road:

"The Baltimore and Ohio Railroad—begun in 1827—completed in 1852. Its infancy was feeble and prolonged; its youth vigorous but struggling with adversity; its manhood will be powerful and glorious; its age—may it be the perpetuation of its manhood."

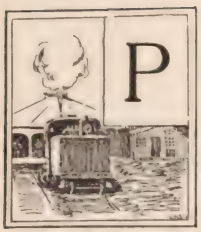
Little did Mr. Latrobe imagine when he used these words that, in the year 1914, the single improvement at Magnolia which we are now completing would cost more than the total cost of building the Road up to his time.

A year or two before the line was completed to Wheeling the Council of the City had anticipated the historic event by providing by ordinance for the conveyance to the Railroad Company of a site for a passenger and freight depot. In order that the land might be unencumbered, it was solemnly ordained that, after March 1, 1851, no dead bodies should be interred within the limits of the said plot of ground known as the "Old Grave Yard of the City of Wheeling," and that all dead bodies not removed by relatives before April first of that year should be disinterred and decently buried elsewhere by the sexton, and said sexton "shall receive as his daily compensation whilst so employed the sum of two dollars."

This brief article is but an outline of one of the most interesting and important developments in the history of this country. Unfortunately, the complete story has never been written, but the men on the Baltimore & Ohio, both those on the old main line and those on its numerous subsidiaries, will take more pride in their work and feel an increased loyalty to the Road, if they will take the time to learn more of the parent company and delve into the records and reports of the building of America's first railroad.

By Right of Possession

By Edgar White



"PAP" HUMPHREY stated at the village store that the railroad was not going to cross his quarter section, which he entered from the government. He didn't "want no railroad," and "by gum!" he wasn't "goin' to have none!" His land was his'n, had been ever since the Indians vamoosed, and he'd like to see the color of the man's hair that could take it away from him!

The fellows who were sitting about the store front at old Bloomington laughed and said they guessed he'd let go when the courts said so.

"Pap" Humphrey was a short, gray-whiskered man who belonged to that noble army of American musketeers of '46. He believed a man who had followed Zachary Taylor chasing greasers had some vested rights which no railroad could take from him, and one of these was his home. What warrant had those sleek, fat fellows to come around where he had lived always and tell him what he had to do? Hadn't he been here contemporaneous with the bear, the deer, the wildcat and the panther and hadn't he even seen the marks of the In lians? When the snows piled deep over the wilderness and the terrible gales had roared out of the north, he had "set tight with the job," while these smart-Alecs, if they'd been alive then would be toasting their feet at a grate fire in some big city, where they didn't have no hair raising blizzards.

This country was young then and it needed men. So "Pap" Humphrey, young and strong like these railroad fellers, had gone out and "blazed the way." Where was the old guard? Would that Zach Taylor and a few of his swashbucklers were here to prevent this outrage on an old soldier!

So reasoned "Pap" to himself, and so he talked to the quiet little woman who shared his log cabin home with him, and who thought just as he did on everything. Children all gone now, except a girl who slept hard-by, under a little mound that had a rose bush at the head. The others were married and having troubles of their own without bothering them 'bout this here railroad business

Joe Stanfield, right-of-way man for the Gulf and Northwestern Railroad, had done his best to reason with "Pap" but had not succeeded. The old man's head was set on the same principle of eternal justice that impelled our revered sires to toss that tea into Boston Bay. That's the way he looked at it, and besides, there was little Martha, the one sleeping under the rose bush, and while he could squint out to the brass sight of old "Betsy" no human hand should profane that spot.

And Martha, the living, smiled sadly, and nodded her old white head over her knitting.

The right-of-way had been pretty well settled up. There were some condemnation proceedings pending in the court. Construction work was booming along. Snort switch engines were butting dump cars around the beautiful valley, marring it with their tar-like smoke and profaning noise; scraper teams, steam shovels and concrete mixers helped in the din.

Finally the contractors were at the



"AIN'T GOIN' TO HAVE NO RAILROAD RUN CROST MY LAND," DECLARED PAP.

dead line. So was "Pap," every whisker bristling, "Betsy" resting familiarly on his left arm. Sitting on a near-by log was Martha, entirely unruffled. She was knitting, seemingly paying attention to nothing else. Her features were as calm and pleasant as at church.

"Well, old man," said the chief contractor, a wide-out, healthy looking individual; "we'll be on you this afternoon; you'd better make terms."

Stanfield, the right-of-way man, was standing not far away.

"Ain't goin' to have no railroad run crost my land," declared "Pap," as he stopped and looked the other man squarely in the face.

"We'll see about that," returned the contractor. "What you going to do with that gun?"

"That's my Betsy," replied "Pap," with pride. "I used to use her as protection 'gainst greasers. Now——"

Suddenly the big contractor jumped and seized old "Betsy." "Pap" clung on like a wild cat, but the other man was the larger and stronger. He would have eventually wrested the weapon from the old man if something hadn't happened. The quiet wife Martha, who saw everything, dropped her knitting and ran to her husband's assistance. She jabbed a knitting needle hard into the contractor's hand, which made him let loose. In a moment she was the sole possessor of old "Betsy," and was pointing it steadily at the contractor.

"Be off!" she said.

Stanfield and the other men laughed. The contractor wound a handkerchief around his bleeding hand.

"It's up to you, Stanfield," he growled, "to get us across there. Our contract doesn't require us to fight our way through."

"To be sure not," agreed Stanfield, who was still smiling. "I hope none of us will have to do any fighting."

Martha surrendered "Betsy" to her husband, picked up her knitting and resumed her seat on the log.

"Mr. Humphrey," said Stanfield good-naturedly, "let's talk this right-of-way matter over. The railroad wants to do what's right."

"Ain't goin' to let no railroad run crost my land," declared the old man as he held up his gun threateningly.

"We'll pay you well for the strip we need," said Stanfield, maintaining his good humor.

"Look-ee here!" exploded the patriarch; "you got to stop this foolishness or somebody's goin' to get hurt! This land's mine! I took it up from the gov'ment fifty years ago! I fit the greasers 'fore you was born, and this land's what the gov'ment give me, and I ain't goin' to let no railroad have it! So you might as well move on, Mister!"

"Steady, Pa—steady!" cautioned the gentle voice of the knitting woman, who kept on at her work without appearing to look up. "Don't go and get riled."

Stanfield, who was a high official with the road, as well as the right-of-way man, directed the contractor to stop at the edge of Humphrey's land, and move his outfit over to the other side, where there was some heavy excavation and embankment work.

The construction of the grade proceeded rapidly. It had been a dry summer. The contractor on the central division had completed his part of the road-bed by October, all save that across the insurrectionary quarter section. Stanfield was notified to come out on the work and settle "that Humphrey right-of-way matter." Meanwhile Stanfield, in pursuance of the ordinary course in such matters, had started to institute condemnation proceedings against a strip of the Humphrey land, when he made a curious discovery—a discovery which would be of considerable interest to the company, but which he kept to himself until he made up his mind what was best to do.

When Stanfield arrived on the work the contractor informed him that he had not seen "Pap" patrolling his land for some days, from which he argued that the old man was concealed in ambush somewhere.

Stanfield decided to go to the house. It was an odd looking home for the period, made of big hewn logs, chinked with cement. There was a wide passage way between the two main rooms and

on each side a brick chimney. The pleasant odor of a back-log fire spiced the clear autumn air.

Back of the cabin was a smoke-house and near by was a saw-buck and logs, piles of chips, a well-worn grindstone and a bell to summon "Pap" to dinner when he was out in the field.

Martha stood in the wide hall-way as Stanfield approached, and when he got near enough she extended her hand, while her kindly blue eyes danced with pleasure.

"Don't make no more noise than you kin help," she whispered, still holding to his hand, "cause Pa's asleep. He ain't been well lately and I'm a little worrit 'bout him. Let's go in the settin' room."

She pulled up a big old-fashioned rocker for her guest, chunked up the fire and then sat down on a stool before it.

"He's been pretty poorly for some weeks," said the old lady. "He's getting old, you know, and he frets 'bout his land—'fraid they're goin' to take it from him for the railroad. 'Shucks!' I told him, 'it ain't wuth grievin' over. Neither you or me's goin to stay here much longer, and the children would rather have the money than the land any how.' But he's curious about it—says he took it from the gov'ment, and it's his—sorter principle with him, I reckon.

"I 'member when 'Pap' and I come here just as well as if 'twas yisterday—funny how old folks rickerlects better what happened way back yonder than they do what happened today."

Then, while her reminiscent mood was on she told of her marriage, starting life in the wilderness with nothing but the clothes on their backs and hopeful hearts; of how the settlers all turned out at the "house raising;" of the first hard winter, before the logs were chinked properly, and how the snow came in, and how "Pap" hustled out to the woods and chopped and chopped to keep the wide fireplaces aglow so they would not freeze; of their first Yuletide in the wilderness; how the young folks, boys and girls, on horseback and in sleds, organized a company and traveled miles and miles Christmas Eve, tooting horns, ringing bells, discharging rifles, stopping at each settler's house, surrounding it, and making such a noise as to finally force capitulation; of the cider, cakes and good things set out for the celebrators; of how the silver moon gleamed over the snow-mantled prairies, and how dark the trails through the forest were, and how happy and healthy everybody was.

Then came the story of little Martha, and the old woman's voice broke, and she bowed her head in her gingham apron.

"Never mind, grandma," said Stanfield, rising; "I wouldn't worry over that now. Your little girl's in the good place waiting for you. Suppose you tell Mr. Humphrey I will call tomorrow—we'll let him have his nap out today."

She accompanied him to the wide barn-like space between the two rooms and again shook hands with him.

"Pa'll be a little more peart tomorrow, I reckon," she told him, "and you come 'round then, if it ain't too much trouble."

It was along about midnight when Stanfield, who was sitting near the dying camp-fire smoking, heard the far-off ring of a bell. It wasn't a cowbell, he felt sure. More like the bell on a country church or school, he thought, but he didn't know of any school or church in the vicinity. Suddenly in the direction from which the sound of the bell came there was a glare like a fire. "Some haystack burning," he muttered. "Been dry enough this summer to burn the earth."

There was the sound of hoofs and presently a rider came into the camp. It was Ed Snow, one of the railroad's engineers.

"Joe!" said Snow, excitedly, "the woods over by the marsh are on fire! Lot of the scrapers and tools are over there. We'd better tell Hamilton so he can get 'em out of the way."

Hamilton was the contractor.

Stanfield jumped up.

"Did you hear that bell, Ed?" he asked.

"Yes, but I don't know where it is."

"Well, I've got an idea it's on the Humphrey farm. You notify Hamilton and then get two of the boys to go with us. We're going to 'Pap' Humphrey's. Hurry, Ed!"

Within five minutes the camp was alive. Four men made off in the darkness, headed for the place where the bell was ringing. They ran at top speed, clearing gulleys by mighty leaps, pushing brush aside, plunging recklessly through the dark. The bell quit ringing.

"Hurry, boys!" panted Stanfield, who was in the lead.

From the top of the hill the situation was clear. For a good mile north and south the trees were on fire. It wasn't a solid wall of fire, but the chances were it soon would be.

"My God!" groaned Stanfield. "They're right in the heart of it!"

On they went, pell mell down one hill and up another, down and up again and then they were in it.

"Keep together, men," directed the leader.

They picked their way along through avenues where the fire had not taken hold, dodged here and there, sometimes barely escaping a huge limb that fell, bringing with it a cascade of sparks. The roar of the flames prevented talking. They had entered the forest with the wind so as to avoid the smoke as much as possible. At last they were through the forest and on the little clearing. "Pap" had made for his home. On the other side the trees were just catching. One or two places on the dry roof were burning, set by the big sparks. Smoke was pouring from under the eaves. Stanfield rushed into the wide passage-way and threw open the door of the bed-room. He was too badly pressed for time to think anything about it just then, but for the remainder of his life he carried with him the picture he saw in the fire beleaguered cabin that night.



THERE THEY SAT—THESE TWO SIMPLE CHILDREN OF THE BACK WOODS

Martha and "Pap" were sitting on the bed, their arms around each other's shoulders, their heads pressed together, gray hairs mingled like a halo. He was too weak to walk, and she would not leave him. She had rung the bell as long as she could, and then when she saw the house burning she had gone in to be with him.

There they sat, these two simple children of the backwoods, waiting to be ushered into the presence of the Universal Father.

With a few words Stanfield directed his men what to do. Clothes were found, then saturated with water and thrown over the heads of "Pap" and Martha. A board table was broken up and the old man, rolled in blankets, was laid upon one of the boards. He wasn't heavy and a man at each end was easily sufficient to carry him.

"I'll attend to you, grandma," said Stanfield to Martha; "is there anything you want me to take out before we go?"

"On the wall there—if it's not too much trouble—is Martha," she pointed. "I can't reach——if you——"

Stanfield hurriedly took down the little framed tintype and put it in his pocket.

"That all?"

"Yes, sir, thank you. Let's go."

The whole roof of the house was ablaze and the smoke had become unendurable. Stanfield adjusted the wet cloth over Martha's face, and picked her up in his arms.

"Don't mind, grandma," he soothed; "we'll get through quickest that way."

Ed Snow and the other two had gone on ahead, picking their way through places where the fire had not yet swept, going zig-zag, keeping as best they could with the wind. Smoke was all through the woods, and frequently they could not be sure of the way ahead, but they finally reached the open, and all drew a great breath of relief.

"God sent you to us," said Martha, devoutly, and she extended a hand to each of the men.

"Cap!"

Stanfield walked to where "Pap" was lying while the bearers had set him down for a temporary rest.

"Yes, sir," replied Stanfield.

"I been thinkin' 'about that right-of-way."

"Don't you worry over that," advised Stanfield. "We're going to take you up here to Jim Williams' for a few days till your new house is built. By and by we'll talk it over."

"No," protested the old man, "I'm going to say it now."

Martha was kneeling beside him.

"If you'll sot it down somewhere in the paper-writin' that Martha and me took up this land from the gov'ment we'll let your steam cars run acrost it, won't we, Martha?"

"Yes, Pa," she answered.

Some months later President Brown and Mr. Stanfield were discussing matters concerning the new road, and the president observed:

"That was a lucky settlement you made with that old man up about Bloomington, Joe—building him a little house for his right-of-way. These old fellows who've taken up land from the government are always a hard lot to deal with. Even after you condemn and pay the damages they sometimes give you trouble."

"We could have got through 'Pap' Humphrey's land without condemning if he had stood out on us," returned Stanfield.

"We could?" in surprise.

"Yes, the land wasn't his, never had been. He had some ancient notion that all he had to do was to squat down on the land, and that it was his forevermore by right of possession. The government land office had no record of his having entered it, and 'Pap' himself admitted he never had a scratch of a pen from anybody to show it was his!"

"Great guns!" exclaimed the president. "With the road through there that land will be worth over $100 an acre and any man can take it up for $1.25!"

"Any man *could* have done it," corrected Stanfield, "but not now. When I found what was what I took it up in my name and the day 'Pap' signed the right-of-way deeds I deeded him the place he supposed was his for over fifty years."

"The dickens you did! For you to be that philanthropic, Joe, there must have been a woman in the case somewhere."

"There was," returned Stanfield reverently; "her name was Martha."

Safety First—
Courtesy Second
and EVERY Second

Employes Magazine Suspends Publication



WING to the appalling falling off in the revenues of the Company, particularly during the past two months, compelling the most drastic economies in every direction and the withdrawal of its large financial support from the Employes Magazine, we are forced to suspend publication with this issue and until better business conditions warrant its resumption.

We have tried to make the Magazine of real interest and help to its readers, to place before them through its articles the most advanced information on modern railroading, to give them a comprehensive idea of the extent of the Company's property and operations, to keep them in touch with the System-wide activities of their co-workers, to express through the Magazine as the only medium which reaches all employes, the Baltimore and Ohio spirit of helpfulness, fair dealing, progress and efficiency. It is, therefore, with sincere regret that we are obliged to announce this decision.

We wish to thank correspondents, special contributors and all others who have helped in the preparation of the Magazine for their loyal support, and to express the hope that improved business conditions may soon enable them to resume their Magazine activities.

Editor
Employes Magazine.



Why The Dog Howls

By Berton Braley

Why does the dog throw back his head
And howl at night to greet the moon?
In ages long forgot and dead
When earth was still a block new hewn,
The wolf pack roamed the wilderness
And with them ran, all gaunt and gray,
The father of our friend today,
A white-fanged wolf—whom time has made
Into the slave of man, his aid,
A comrade ever faithful grown,
Who sleeps beside his own hearth stone.

But now and then when moonlight thrills
Across the valleys and the hills,
The old wild magic steals again
Over the canine friend of men;
He seems to slink the forest through,
The ancient forest that he knew;
He seems to hear again the pack
That bays upon the white moon's track,
And from his throat and shaggy jowl
Issues again the old wolf howl,
That ululating lupine wail
That once re-echoed on the trail!
I know not if this tale be truth,
But so 'twas told me in my youth!

The Reins to Them Who Can Drive

A Plea for Saner Railroad Regulation

By Howard Elliott

Secretary Central Safety and Efficiency Committee, Salt Lake Route

In reading this article, it should be remembered that it was written over a year ago. In view of the almost unprecedented depression in railroad business today, however, the points which the author develops apply with even greater emphasis today than then.

THIS article is written for the benefit of one man. You see him every day. On the car to the office this morning he sat beside you. You noticed that he was neatly dressed, of dignified bearing, and that he was reading a magazine of public opinion on current events. You could tell by his appearance that he was a man of intelligence and culture, one of those whom we class as desirable citizens, neither over-educated nor ignorant, not a radical nor a conservative, neither wealthy nor poor, not seeking publicity nor unduly modest, neither over-zealous in religion nor a scoffer at the pious and devout, not so aristocratic as to be snobbish nor so democratic as to be careless of his associates—in fact he impressed you as one of those whole-souled creatures who is content to "live in his house by the side of the road and be a friend to man," who is the bulwark of our institutions, and upon whom rests the perpetuity of the Government under which we live. His name? He is called the "Average Man," the "Representative Citizen," and with respect to his attitude on public questions, the "Man Up a Tree."

The terms are used synonymously, but when I say "Average Man," I do not mean a man the extent of whose intellect may be mathematically calculated by using the brains of the entire human family as a dividend and the total population of the universe the divisor. I mean the average after deducting the "froth." Nor is the term "Representative Citizen" employed to mean the distinguished man of the community, the one who is conspicuous at public functions and dress parades. Such a one is usually a leader of thought, one who tries to mould the opinion of others, while the real representative citizen is the one whose opinions reflect the ideas of the multitude whose judgment the leader of thought tries to shape. Such is the man for whom tonight's banquet speech will be delivered, to whom last night's sermon was dedicated, at whom next week's campaign speech will be directed, and for whom tomorrow morning's editorial is intended. In short, he is the man to whom all efforts at persuasion and conviction are addressed, who holds the balance of power in all matters affecting the public interest, and whose attention it is hoped will be attracted to this article.

The Average Man is well read. He has a fund of knowledge on a variety of topics. He knows his own business thoroughly and has a debatable knowledge of most other businesses. He can converse intelligently about the tariff, insurance, the initiative, referendum and recall, the important events of history,

the various departments of our Government and the functions of each, the central bank and currency, or any other subject likely to come up at the club, the lodge, or the banquet table. He takes an interest in politics, studies the campaign literature and attends the political rallies. He ponders over all these things, and forms his conclusions in the light of the knowledge which he possesses.

The Representative Citizen observes, as he moves among his fellows, that one of the most popular subjects of discussion relates to railroads, and he is posted on those phases of the question usually featured in the press. He reads the accounts of wrecks and notes the nation-wide demand for greater safe-guards. He reads some of the decisions of the railway commissions, particularly those affecting his own immediate interests. He has read about the 28-hour law for stock and the 16-hour law for men. He remembers vividly the account of an interview with a famous railroad chief who is said to have remarked, "The Public be damned." He recalls clearly the testimony of a certain freight agent to the effect that rates were made on the basis of all that the traffic will bear. He shares the opinion that railroads are grossly overcapitalized and that he is paying tribute to them in order to maintain fictitious values. He knows, too, about the evils of rebating, for has he not himself, before the passage of the Elkins bill, been a recipient of such favors, and did he not regard it as right and proper that the railroads should follow the Biblical admonition, "It is more blessed to give than to receive?" Indeed, he is "loaded" with information in regard to railroads, and has his own notions as to the best methods of financing and operating them.

Of his own business, he has made a profound study and a signal success. His associates know and appreciate the value of his experience and consider themselves fortunate in having with them a man of such sound wisdom and discretion. To him they go for counsel. But his knowledge of other businesses—and this includes the railroad business—has been gained not from any actual experience, but from what he has seen, heard, and read, and railroad men do not come to him for advice.

With his information on the railroad question has come much misinformation. Most of what he knows has come from reading articles in the daily papers and monthly magazines which were written by men who, like himself, had seen no service on the railroad. He has seen the same arguments against railroads reiterated so often that he has come to the conclusion that the dense volume of smoke is indicative of the presence of fire. In spite of his inherent belief in fair play, these articles have created a pronounced prejudice against the railways, because he has not seen the arguments refuted by railroad men, and he considers that silence is equivalent to acquiescence. When occasionally they do speak, he believes them biased and incapable of telling the truth. Whether or not they know what the truth is, he considers of secondary importance and while he would keenly resent any imputation of unfitness or insincerity so far as he and his business are concerned, he thinks it but natural that in seeking information on the railway problem he should go, not to the fountain heads of knowledge, the railroad officials, but to others whose ideas are purely theoretical, and who give him information some of which is right, much of which is incomplete, and most of which is false. Are his ideas about his own business sup-

ported by any such foundation and superstructure as this?

The Man Up a Tree does not know that the uncomplimentary reference to the public which is accredited to Vanderbilt was probably never uttered, but was a distorted report of a disgruntled reporter. He does not know that the General Freight Agent who testified as to how rates were constructed did not say, "all that the traffic will bear," but did say "what the traffic will bear," meaning that a rate was applied which would cause the traffic to move freely and leave a profit for both the shipper and consignee. He referred not only to the maximum but to the minimum, and the definition is still considered an excellent one. The Man Up a Tree does not know that the railways of the United States could not be duplicated for their present capitalization, and that capitalization has no appreciable connection with rates, nor rates with the cost of living. He does not know, and he does not ask railroad men to tell him.

The Man Up a Tree regards the regulation of railroads by Governmental authority as a distinct forward step in the march of civilization. In the light of the knowledge which he possesses, he is satisfied not only that such regulation is proper but that without it the nation's business would be completely dominated by the transportation interests, and the many exploited for the benefit of the few. He believes, of course, in the principle of the square deal, and is willing to admit that it applies even to railroads. But he believes that under governmental supervision the roads are prospering and will continue to thrive. He reads about the enormous gross income of railroads and the unprecedented crop movement, and he figures that if railroads are not making money under these conditions it is due to inefficient management of the properties themselves.

Now is it true, my friend up a tree, that the roads as a whole are prospering? If the kind of prosperity which they are experiencing were felt by other industries, would not a cry of "What's the matter with business?" go up from one end of our country to the other? The financial statements of railroads which have been issued in the last several months show that with an increase in gross earnings there has been a decrease in net. If the wage advances asked for were granted it would immediately plunge some roads into bankruptcy and impair the credit of others. Something is radically wrong somewhere, and the roads are more efficiently managed than ever before in their history. Railroad men know where the trouble lies, but the Average Man does not know, and with his desire to get at the truth, perhaps a little analysis of the situation may reveal the "cause of causes" of the present predicament.

What is the matter with the railroads?

They are not making enough money.

Why are they not making enough money?

Their rates are too low for the service they render.

Why are the rates considered inadequate?

They do not allow a sufficient return on the fair value of the property devoted to the public service.

Why don't the railroads raise the rates?

The Commissions will not allow them to be advanced.

Why will the Commissions not permit an advance?

They do not appreciate the situation.

Why do they not appreciate it?

Because they are not railroad men.

The Railroad Commission is an innovation. Lord Bacon defines "innovation" thus: "Something new and contrary to established customs." So new are they in fact, and so contrary to established customs, that the opinion that they are a necessary part of railroad operation is by no means unanimous. The Wall Street *Journal* on July 18, 1912, said: "If there were no regulation at all, and the railroad were absolutely unfettered by competition, it would still charge reasonable rates because an extortionate rate would kill the business it is trying to create."

And a man recognized by many as the foremost orator in the country today and one of its most brilliant thinkers said recently that, in his opinion, these regulating boards would not stand the test of time, that as soon as the public appreciated the situation, they would demand their abolition and insist that railroads be allowed to develop under natural laws through the operation of which they have grown to be the wonder of the world, and which laws, like those of supply and demand and gravitation, were not made with human hands, nor can they in like manner be amended or repealed without disastrous results to our social structure.

Yet if they are abolished, we know it will be in the remote future, and the question that confronts us is, therefore, not prohibition but temperance. The yoke is heavier than railroads can bear. If they cannot throw it off altogether, they may be able to lighten it. There is one point on which all are agreed and that is that the present situation is unsatisfactory. Railroad managers say it is due to the interference of the Commissions. The Man Up a Tree thinks that instead of curtailing the powers of the Commissions they should be broadened until railroad men shall be so impressed with the idea that they are public servants that they will—like the serfs of old—prostrate themselves and bare their backs for the lash imposed by their masters. They must be taught, says the Man Up a Tree, that we, not they, are the arbiters of their destiny.

Mr. Average Man, methinks railroad managers have learned their lesson and learned it well. Who knows better than they, that their powers are limited—that their business is being controlled by others, and that while they have the responsibility without the authority the Commissions maintain the authority without the responsibility? The managers need no further punishment to make them alive to the duties of their positions. But it should be remembered that the Supreme Court of the United States has said: "The public is in no proper sense a General Manager." Evidently the court of last resort in this country is not in entire accord with the trend that events have been taking.

Mr. Representative Citizen, I should like to present to you a new idea, and that is that the public consider itself the Vice-President of the railways. The Vice-President has greater authority than the General Manager. To him the Manager reports. Surely this suggestion should be received with open arms. But if the public conducts itself as most Vice-Presidents in charge of operation do, the General Manager will have nothing to fear. Nor does this invite the inference that the ordinary Vice-President is a figure-head. Far from it. He is actively engaged in the operation of the road.

But let us see how the Vice-President acts with respect to the General Manager. Does he show his authority by vetoing everything the General Manager sug-

gests? I venture the assertion that nine matters out of ten that are passed up to the Vice-President are carried out exactly as the General Manager has recommended. Yet there is no question about his higher authority, and the fact that he agrees with the General Manager does not lessen his control over him or the respect which the General Manager entertains for his superior. The Vice-President figures and rightly so, that that road is governed best which is governed least, and that if the General Manager is not running the road properly he should be removed, that the way to produce results is not to take the lines out of his hand but to give him the reins. He can drive. Let him.

Now, Mr. Man Up a Tree, in your capacity as Vice-President you know that your interests and those of the railroad are identical. Your purpose is to produce good service at reasonable rates and with profit to the stockholders—such profit as they have a right to expect from an investment in any legitimate enterprise. You know that you can make a good showing only so long as you earn a dollar by spending less than that amount, and that if reports show that the operating ratio is continually going up, you must do something to stem the tide and insure the solvency of the property. As a business man you know that there are only two ways of making a profit, either reduce the cost of production or increase the selling-price, and if you have convinced yourself (as many Vice-Presidents have already) that the cost of production cannot be further reduced, then you owe it to the road of which you are an officer, to adopt the other alternative, and raise the rates. And remember, this is something which you can do, and which the General Manager, under present conditions, cannot do. Here is one method by which you may show that your authority is superior to that of the General Manager, and which will inure to the benefit, not only of the stockholders, but also of the country at large whom you represent in the management.

As a Vice-President you deal directly with the General Manager. Do you see any real necessity of interposing a "go-between," a "middle-man" to represent you in your negotiations with the General Manager? It will add to the cost of superintendence, and the stockholders will be apt to say that the road is top-heavy with supervision. Your relations with the General Manager can be made perfectly harmonious, and it would only "muss up the water" to appoint an intermediary. Yet you have in nearly every State in the Union (Utah and Wyoming are the exceptions) appointed such a "fifth wheel," and have so far disregarded all rules of propriety and precedent, you have to such an extent gone "contrary to established customs" as to select men who never spent a day in the railroad business and give them authority over the General Manager.

And the strangest part of it all is that you try to defend this system, herald it as an unqualified success, point to it with pride, yet you do not extend it to any other business which is supervised by an appointive body. There are boards of Medical Examiners, Dental, Law, Pharmacy and Insurance. Do you appoint insurance men to serve on boards of Pharmacy, or druggists to comprise the insurance commission? Would you have much respect for a Medical Board composed of lawyers or a Board of Law Examiners made up of doctors? But the policy you reject in those appointments you employ with respect to railroads—a greater science than any of the

others—for the naked fact remains that with a very few exceptions every appointee on a Board of Railroad Commissioners in this country is a man who never spent an hour in the employ of the business he assumes to govern. The greatest railroad commission in the United States has one member who was formerly a brakeman, and he is the only railroad man out of the seven.

On a road of fifty thousand employes—and we have several such in America—there is only one President. He must have risen over the heads of 49,999 others, many of whom were nearly as well qualified as he. His selection was the result of years of application to duty which developed business acumen and sagacity of a high order. By all known laws governing the conduct of human affairs, it is right and proper that this should be so. Yet by amending and repealing those laws, men are placed on these commissions and given far greater control over the railroad business than the Presidents have, who not only are not as capable as the President—they are not as well qualified as most of the 49,999 others. Is it right? What think you, Mr. Average Man?

There is nothing strange about the proposition of railroad men running the railroad business. It even sounds well. Bakers bake bread. Shoemakers make shoes. Politicians make politics. Watchmakers regulate watches. Why not railroad men running and regulating railroads?

My time is too short to admit of description showing to what extent railroad managers' hands are tied. Suffice it to say that, broadly speaking, they can neither raise rates nor lower wages, issue stocks, bonds, or passes, without conferring with, and getting a ruling from, men who are so far beneath them in point of experience that if they should lose their places on the Railroad Commissions today, no railroad would think of hiring them. Nor have I time to tell how unreasonable are the demands of these Commissions, how they put railroads to vast expense compiling data which is valueless to anyone, how they insist on the impossible, how they try to make inelastic that which should be elastic, and how their powers are being strengthened with each succeeding year, how instead of increasing efficiency they actually lessen it, and how the managers can do justice neither to the public nor to the stockholders, how they demand so much of the managers' time and that of the other officers and employes that they have little left to devote to important matters of operation which should have their undivided attention. A wise man said, "A house divided against itself cannot stand." Will the present railroad house remain intact?

You remember the fable of the Greek hero who drove the chariot across the heavens from sunrise to sunset, and how his son, Phaeton, an impetuous youth, implored the father to let him drive one day. He could do it, he knew. It looked so easy. And you remember how he found the task greater than he could perform, how the steeds became unmanageable, and how both chariot and driver plunged headlong to the earth below.

I ask you, Mr. Average Man, Mr. Representative Citizen, Mr. Man Up a Tree, why not be reasonable about this matter? Why not let men do that which they are qualified to do? Instead of handing over the railroad chariots and the great iron horses to our favorite sons, why not leave them in the hands of the experienced fathers? Why not give "the reins to them who can drive?"



EXHAUSTS

On the Conductor

Dr. Nicholas Murray Butler was talking about American honesty.

"For all our muck-raking writers," he said, "I think that the American people are the most honest people in the world. Is an American ever subjected at home to the petty cheats and extortions to which he is subjected in Europe?"

Then, apropos of foreign honesty, Dr. Butler told a railroad story.

"On a foreign railroad," he said, "a commuter had a row with the conductor. At the end of the row the commuter turned to a friend and said:

" 'Well, the P. D. Railroad will never see another cent of my money after this.'

"The conductor, who was departing, looked back and snarled:

" 'What'll you do? Walk?'

" 'Oh, no,' said the commuter. 'I'll stop buying tickets and pay my fare to you.' "—*Washington Star.*

✣

The Optimist.

"Talk about optimists," said the man with red whiskers, "did you ever hear the story about Fred Bustigo?"

"No," said the other.

"Well the folks in the town where Fred lives are getting up a raffle in aid of charity. There are going to be 1000 tickets at six pence each, and the prize is a motor car Fred took one ticket—now he's busy erecting a garage."

"Not bad," remarked the man with the many colored waistcoat. "Reminds me of poor Tom Smithers. Ever hear tell of him?"

"No," said the others.

"Well poor Tom was poor Tom usually. He once sauntered into a fashionable restaurant without a half-penny in his pockets and ordered up a slap-over oyster supper—he reckoned to pay for it with the pearls he expected to find in the oysters."

—*Baltimore Trolley News.*

✣

Before and After.

She—"Before marriage, the girl rhapsodizes over her remarkable choice as a Chesterfield for manners and an Apollo for looks."

He—"And after, she tells how he stays fairly sober, and brings home most of his salary."—*Thomas N. Miranda.*

✣

Hopper Recognized

"Even animals show their feeling," remarked De Wolf Hopper, the comedian, to a friend the other day. "Only yesterday an animal showed me gratitude. I was wandering along a stream in the country when I met a cow in great distress. Her calf was drowning. I plunged into the water and rescued the calf and the grateful cow licked my hand."

"That wasn't gratitude," replied the friend. "The cow thought she had twins."—*Troy Times.*

But I'm Not Vicious

Cheery Passenger (in non-stop express)—"Well, I must say it's quite a relief to



me to 'ave a gentleman in the carriage. It's twice now I've been alone and 'ad a fit in a tunnel."—*Punch.*

✣

Getting In Right

Youngpup—"Who is that very homely woman following us?"

Chiquette (yawning)—"Oh, mother accompanies me everywhere now."—*Michigan Gargoyle.*

✣

The Deceptive Half Truth

When a small boy was taking his father's dinner he stopped for a moment to watch a workman busy at a sewer.

"That," remarked the youngster, interestedly, "is the grating my father lost a dollar down."

The workman's eyes lit up. "Well, young man," he said, with a show of carelessness, "you'd better get forward with that dinner before it's cold."

In about half an hour the boy returned to find the man still at the same grating. "Are you quite sure it was this grating the dollar was lost in?" asked the workman.

"Yes," replied the boy, "because I saw my father get it out."—*Christian Advocate.*

✣

Two Sides to Every Question

She—But, dear, there are two sides to everything.

He—Yes, dear; but did you ever see the other side of a mirror?—*Judge.*

When the whole blamed world
Seems gone to pot,
And business is on the bum,
A good broad grin
And a lifted chin
Help some, my boy, help some.
—*Baltimore Trolley News.*

✣

Might Have To Go Back

"Where are you going?" the new boss one day demanded of two negroes, who were shuffling along as if bent on nothing in particular. "Boss," said one, "we is goin' up to the mill with dis heah plank." "Plank! plank! I don't see any plank," roared the new superintendent. Not at all agitated by this display of temper, the speaker looked down at his hands, then over his shoulder. Finally, to his fellow-worker he calmly observed: "Well, don't dat beat all, Tom! Ef we ain't gone an' clean fergit de plank!"—*Argonaut.*

✣

Fair Enough

A hospital surgeon was imparting some clinical instruction to half a dozen students who accompanied him on his rounds. Pausing at the bedside of a doubtful case, he said: "Now, gentlemen, do you think this is or is not a case for operation?" One by one the students made their diagnosis, and all of



them came to the conclusion that it was not. "Well, gentlemen, you are all wrong," said the wielder of the scalpel, "and I shall operate tomorrow."

"No, you won't!" exclaimed the patient, as he rose in his bed. "Six to one is a good majority. Gimme my clothes."—*Argonaut.*

A Miracle

An aged mountaineer who had never cared to go farther than the nearest cross-roads hamlet, was finally persuaded to visit relatives in the big city. The first night they took him to a moving picture



show, an institution entirely foreign to him. "How did you enjoy it, uncle?" he was asked on the way home. "Hit wuz cert'nly a mighty fine show," and here his voice changed to one bordering on fear as he continued, "but I wuz stricken in thar. Yes, suh; my hearin' left me complete, an' I never wuz able to hear one word them actors said."—*Argonaut.*

✣

A Light Weight.

Fat-man (standing on penny-in-the-slot weighing machine)—"Newsy, how much do you think I weight?"

Newsy—"Haven't you got a penny?"

Fat-man—"Not a penny in the world."

Newsy—"Then you weigh nothing."

—*Thomas N. Miranda.*

✣

More Convenient

They were having a talk around the village store about the new railroad station. The town had grown up a mile or so from the railroad, and the new building was to be a sightly one. It seemed too bad it couldn't be placed in the town. When the talk died down an instant, an old farmer got up, and, slipping his quid to the other side of his mouth, drawled.

"Wa-al, friends, it's jest this way. I've allus heard it said that the daypo should be alongside the railroad."—*Judge.*

A Cure.

New Housekeeper—"Mr. Gross complained about the salad tonight. What do you give him when he complains?"

Cook—"More of the same thing."

—*Thomas N. Miranda.*

✣

Obedient Willie

The teacher wanted some plums in order to give an object-lesson during school hours, and calling one of the small boys, she gave him ten cents and dispatched him to the fruit stand down on the corner.

"Before you buy the plums, Willie," she cautioned, "you had better pinch one or two to make sure they are ripe."

Little Willie flitted away. Soon he came back and smilingly put the bag on the teacher's desk.

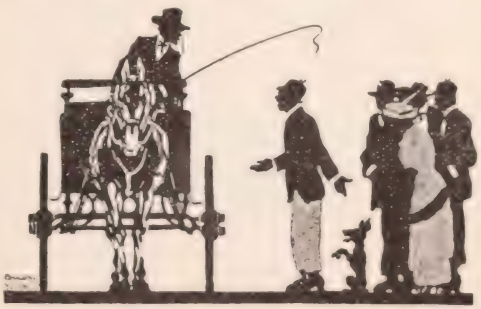
"Oh, thank you, Willie," said the teacher, taking up the bag. "Did you pinch one or two as I told you to do?"

"Did I?" was the gleeful response. "I pinched the whole bagful, and here's your ten cents."—*Ladies' Home Journal.*

✣

Not the Pupil's Fault

As a country physician was driving through a village he saw a man amusing a crowd with the antics of his trick dog. The doctor pulled up and said:



"My dear man, how do you manage to train your dog like that? I can't teach mine a single trick."

The man looked up with a simple, rustic look, and replied:

"Well, you see, it's this way; you have to know more'n the dog, or you can't learn him nothin'."—*Exchange.*

What Did She Say

It was evening. He and she were seated in her father's room burning her father's gas.

"Answer me, Angelina!" he cried, in a voice full of passionate earnestness. "Answer me! I can bear this suspense no longer."

"Answer him, Angelina!" came a voice through the keyhole. "Answer him! I can bear this expense no longer."—*Full o' Fun.*

✣

Bad Acting

Professor Brander Matthews, the noted student of the drama, was talking in New York about a bad play.

"The actors, too, were bad," he said. "They were, in fact, so very bad that they reminded me of a certain bal masque.

"One East Sider said to another:

" 'How did the bal masque come off?'

" 'Very poor,' was the reply.

" 'You don't say so! And how was Mary Lannigan as the Goddess of Liberty?'

" 'Rotten!'

" 'Rotten? Didn't she act the part well?'

" 'No. She got locked up.' "—*New Orleans States.*

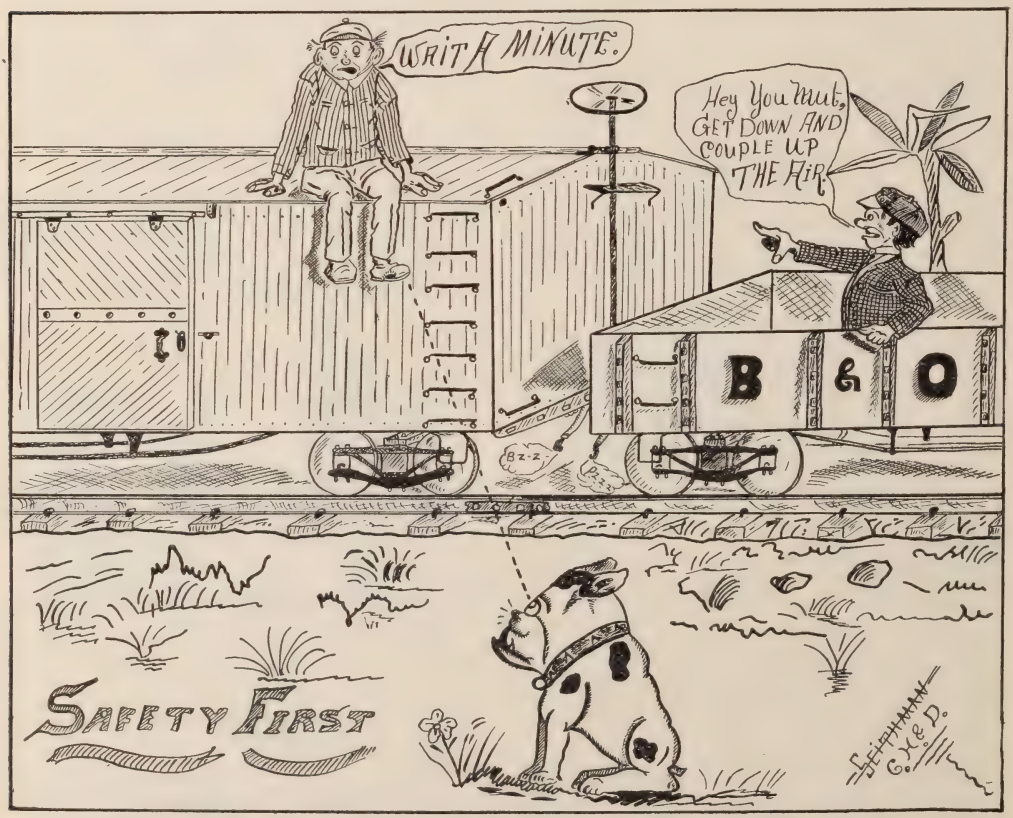
✣

Baiting the Railroads

"Our community thinks your railroad oughter furnish a couple more trains per day. We're going to take the matter to the Legislature, too."

"But very few people in your community ever travel."

"Maybe not. But we like to see the cars go by."—*Judge.*



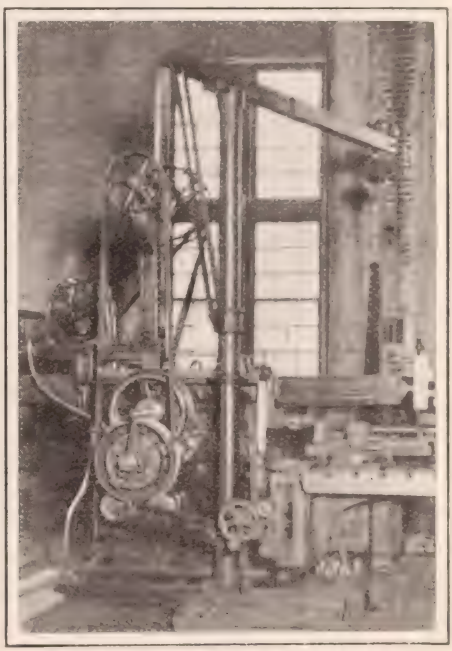
CARTOON BY OPERATOR G. A. SEITHMAN, C. H. & D., TOLEDO DIVISION

A History of the Martinsburg Shop

By W. L. Stephens
Assistant Foreman

ONE of the most important of the Baltimore & Ohio's many shops is located at Martinsburg, W. Va. Situated on the Cumberland Division 100 miles west of Baltimore and 78 miles east of Cumberland, along the main line, these shops seem ideally located with respect to the usage now being made of them. The buildings, four in number, were erected in 1866 to take the place of those destroyed during the Civil War. From the time of their completion until 1897, they were occupied by the machinery department, Martinsburg then being a divisional terminal. When motive power outgrew the present buildings the divisional terminal was moved to Brunswick, Md., and the machinery to Baltimore, Cumberland and other places where it was needed.

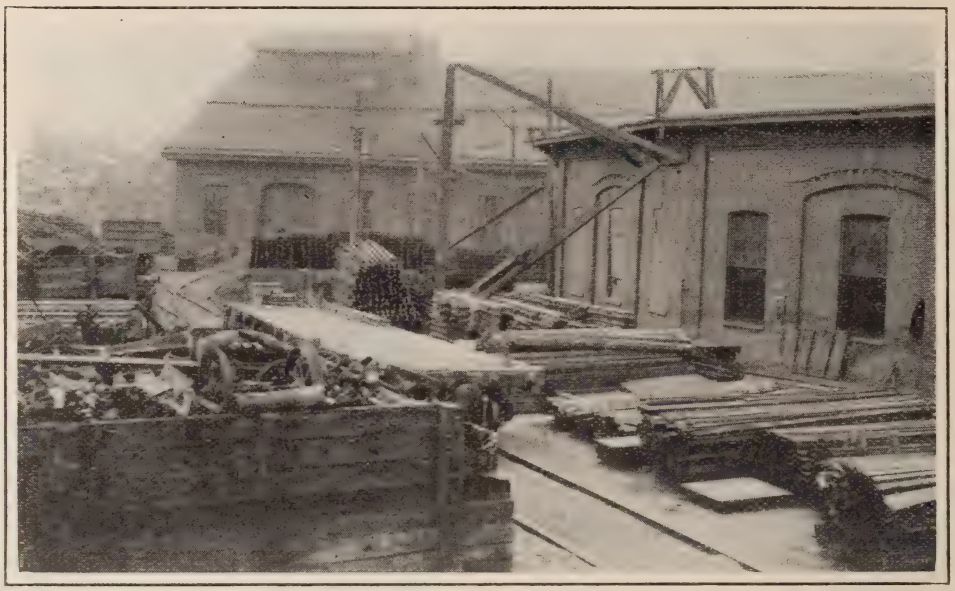
The shop buildings left vacant for several years were occupied in 1903 by the present plant, known as the maintenance of way repair shop. This shop or department was started at Mt. Clare as early as 1842, and was then known as the road department shop, and has been in continuous operation since that time, although the location has been changed several times and its periods of prosperity and retrogression have been varied during its seventy-two years of continuous operation. James Clark was its first ruling head and probably its founder and organizer. Of his personal career and the success of the shop under his administration little is known. The articles then manufactured covered nearly every department of road maintenance. Frogs and switches, such as were used in that period of the road's development, pumping engines, pumps and other track necessities made up this new industry's output. The private commercial manufacture of railroad supplies did not cut such a large figure in railroad upkeep in those days, for the railroads manufactured the greater portion of their own necessities, and in such a field the new shop must have supplied a long-felt want.



ONE OF THE DRAW CUT SHAPERS—MOTOR-DRIVEN

At the death of Mr. Clark in 1852, William G. Primrose became master mechanic of the road department and the head of the shop. The new executive came to the head of this department splendidly equipped for his duties. He was a Scotchman by birth, and at an early age had been "bound out" or appren-

ticed (which was the custom in that day) to Watchman & Bratt, shipbuilders and builders of marine engines then doing business in Baltimore, Md. Mr. Primrose served seven years in this plant and passed through the different departments of the establishment, coming out at the end of his services as a mechanical engineer. Under his management the shop expanded and took in the manufacture of all kinds of machinery used by the Company. Much of the elevator machinery was designed and built in this shop. Elevator A at Locust Point was one of the first to be equipped, and others at different points received part or all of their machinery from this plant. The machinery for the rolling mill, which was operated at Cumberland, was built here. The standard of workmanship was the highest on the System, and the products of the shop were the finest of that day for accuracy, finish and service.



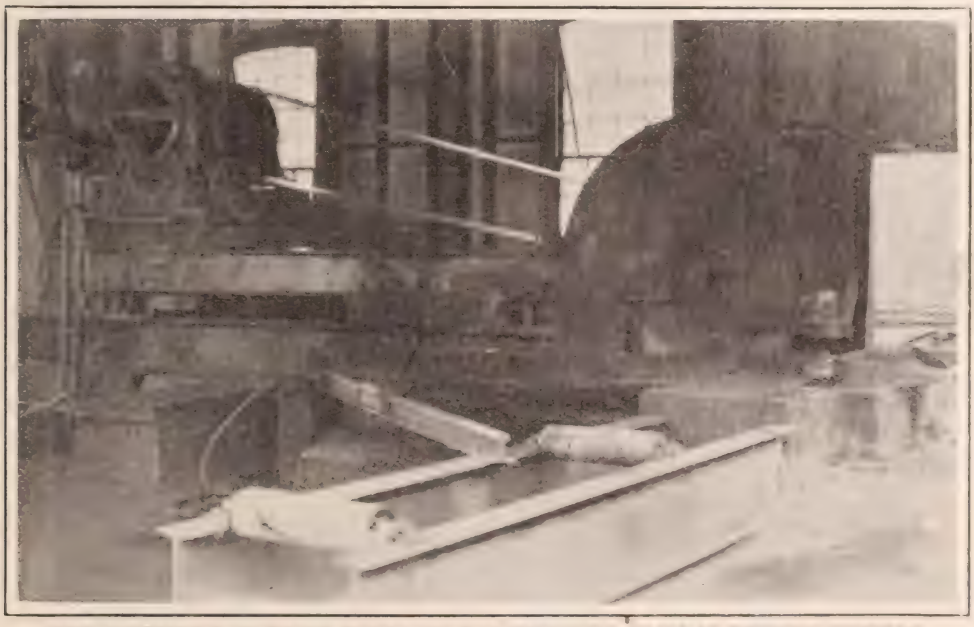
VIEW OF THE STORAGE PILES AND SCRAP BINS

About 1870 the Company started to build its own bridges, the Bollman truss being the first to be manufactured. Two of these bridges can be seen today at Harper's Ferry, the wagon bridge over the Potomac to the Maryland side, being one, which when built carried the tracks also. This part of the bridge was dismantled when the tunnel and the new steel bridge were completed. The other is a short span over the race leading into the pulp mill. At one time this supported the main tracks. After the Bollman came the steel truss, many of which were built by Mr. Primrose. All the bridges on the Philadelphia, Trans-Ohio and Central Ohio Divisions were built under his direction. About 1890 the building of bridges was discontinued and the bridge building machinery sold to the Baltimore Bridge Co. The period during which the bridges were being constructed was perhaps the shop's most prosperous time, for approximately 250 men were carried on the rolls, and about one-third of these were first class machinists.

The career of Mr. Primrose, lasting forty years, ended in 1892, bringing the history of the shop from its early days up to a period within the memory of many present employes of the Company.

After the death of Mr. Primrose in 1892, Oliver M. King assumed charge of the shop. Mr. King entered the employ of the Company in 1852 as an apprentice, serving under the late William Edwards in the motive power shops at Martins-

burg. After being in the shops here for a number of years, he went to Baltimore and entered the road department shop under Mr. Primrose. In 1884 he was promoted to assistant foreman of the shop, and continued as such until he assumed the control of the shop in 1892. The plant continued operations at Mt. Clare until 1898, when the machinery was moved to Martinsburg and installed in the present buildings. In July, 1890, it was moved to Mt. Clare again, and remained there until the spring of 1903, when the crowded conditions at Mt. Clare forced another move, and the plant returned to the Martinsburg shop buildings. During the period between 1899 and 1903 the plant was operated under the motive power department. After the second return to Martinsburg it again



THE FRICTION SAW WHICH MELTS ITS WAY THROUGH RAILS IN TWENTY SECONDS

came under the control of the maintenance of way department.

On January 4, 1904, Mr. King retired, and was succeeded by H. G. Mack, of Zanesville, Ohio, who served as the executive head of the plant until November 30, 1905, when he resigned and returned to Zanesville.

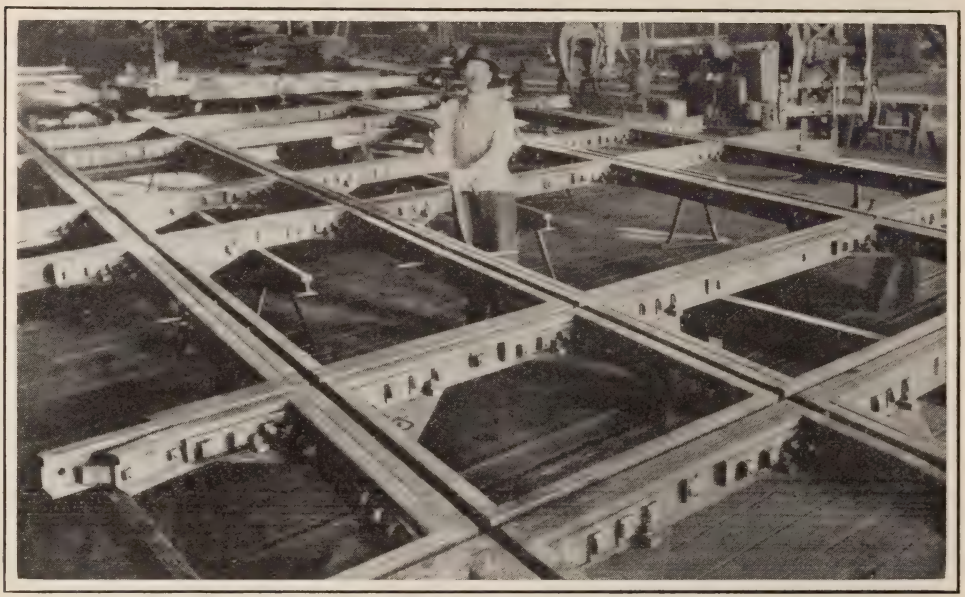
From 1890, when the building of bridges was discontinued, until 1906, the shop was operated on a comparatively small scale. While much work was accomplished, little was done toward branching out and driving the plant ahead. About the only notable addition was a department for repairing frogs and switches. In the early days of the shop some frogs and switches were made, but a distinct shop for the manufacture of these supplies was not started until 1894. In April of that year Major Johnson, then engineer maintenance of way, sent J. F. Rose of Cumberland to Martinsburg to start a shop to repair frogs and switches. A partition was erected in the boiler shop, two small planers and one drill press were sent from Mt. Clare, and with a force of three men the little shop began operations. As the work progressed three more men were added, this force continuing until 1898. When the motive power station moved from Martinsburg it left the little frog shop in operation. When Mr. King came in 1898, this shop, with an output of thirty to forty repaired frogs and twenty ten-foot switches a month, was absorbed by the road department shop. About this time J. F.

Rose resigned as foreman of the frog shop and was succeeded by Jacob A. Holpp, who has continued to serve in that capacity and under whose efficient and painstaking management the frog department has attained its present high state of efficiency. With the trend to heavier rolling stock came the heavier rail, and the worth of the frog shop became more apparent as the demand for guard rails, foot guards and other track necessities became incessant.

On December 1, 1905, Z. T. Brantner was promoted to general foreman of the Martinsburg shop when the work seemed to take on new life, and during the nearly nine years of his incumbency there has been a continual and steady advancement along all lines. New departments have been added and others expanded until the present repair shop at Martinsburg can handle nearly every phase of maintenance of way repairs.

Some idea of the growth may be obtained from the following: In 1906 the output of the shop amounted to over $178,000, while in 1913 the output was worth over $650,000. In 1906 the pay roll cost was a little over $29,000, and in 1913 over $89,000. In January, 1913, when Mr. Brantner celebrated his fiftieth anniversary as an employe of the Company, the management, in view of his long service and the splendid progress of the shops here, gave him the title of superintendent of shops, and the shop was termed the maintenance of way repair shop.

No new bridges are built here. The bridge work consists of repairs to bridges, alterations, the building of material for strengthening bridges in the track, and reconstructing broken, lost, or damaged parts. The bridge department is under the supervision of J. H. Aldridge, assistant to Mr. Brantner. He is a product of this shop, having served his time under Mr. Primrose and worked in the shop during the time the building of bridges was done there.



CROSSING FROG FOR ASH STREET, CHICAGO

Some new and up-to-date machinery has been added, and it gives an increased output at a lower cost. Some of the old machines still remain, however, and stand up fairly well under the staggering load of twentieth century methods and material. Several planers of Mr. Clark's time and bought to plane the old Wilson switches are still doing business at the old stand. Among the new machines

installed, the large friction saw will probably attract most attention. Driven by a 100 horse power electric motor, it will cut through a 100 No. ARA rail in twenty seconds, whereas in using a cold saw it requires twenty minutes to perform the same operation. The accompanying cut does not do the saw justice, as a fair idea of its working power cannot be obtained until one sees it melting its way through solid steel amid a shower of sparks and with a wild scream that can be heard at quite a distance. A well known official while watching it work wanted to know how the saw managed to cut the rail so quickly, and when told that it was by heat, he innocently asked "well where does the heat come from?" The laugh that this remark created was long and loud, and subjected the inquirer to quite a bit of chaffing. Two draw cut shapers are marvels in construction, and for economy in output stand high. The three powerful motor driven planers afford an interesting contrast to the planers of earlier days. The new air compressor has made possible additional air hammers, riveters, air hoists and air drills, adding economy and efficiency in operation. The locomotive crane used jointly between the motive power department and the shop is a great time and labor saver in the handling of material. The electric current is used for power, and has been found both economical and efficient. Steam is only used to drive the air compressor and steam hammer and to heat the station building.



SHOP BUILDINGS AT MARTINSBURG



ANOTHER CROSSING AND ITS BUILDERS

One important commodity of the frog and switch shop is cross-overs or crossing frogs, a number of these having been constructed in the past year. The accompanying cut will give some idea of one of the largest crossings. It was made for the Ash Street crossing at Chicago, Ill. The time required in its building was about twenty days.

Another item of importance and one which demands unusual activity on the part of those engaged in its handling, is the scrap. This comes to the plant here from all over the System, and includes the scrap material of all kinds used in maintenance of way work. It is here that the scrap from the track such as scrap frogs, switches, lamps, switch stands, bridges, scales and all other track accessories which have outlived their usefulness are dismantled and the scrap sorted for sale in the markets buying such material. The amount of scrap handled is very large, running into thousands of tons and is a source of many thousands of dollars of income.

The plant is operated only as a maintenance of way shop, and is under the direction and supervision of Earl Stimson, engineer maintenance of way. It is from his office that all orders for work to be done and all requisitions for material emanate.

Rank of Divisions and Districts in Train Performance

QUICK DISPATCH TRAINS

DIVISION	RANK	
	October	September
Indianapolis	1	6
Indiana	2	3
Illinois	3	1
Toledo	4	2
Ohio	5	5
Cumberland (W. E.)	6	7
Staten Island	7	11
Baltimore	8	10
Monongah	9	12
Connellsville	10	9
Cumberland (E. E.)	11	8
Newark	12	13
Cleveland	13	14
Pittsburgh	14	4
Philadelphia	15	15
New Castle	16	16
Chicago	17	17
Wheeling	18	18
DISTRICT		
C. H. & D.	1	2
Baltimore & Ohio S. W.	2	1
Staten Island	3	3
Main Line	4	4
Pittsburgh	5	5
Wheeling	6	6

PASSENGER TRAINS

DIVISION	RANK	
	October	September
Staten Island	1	1
Illinois	2	6
Wellston and Delphos	3	2
Indiana	4	4
Springfield and Ind'napolis	5	5
Toledo	6	3
Newark	7	10
Pittsburgh	8	7
Ohio	9	8
Ohio River	10	17
New Castle	11	11
Philadelphia	12	12
Baltimore	13	9
Wheeling	14	16
Cumberland	15	15
Shenandoah	16	18
Monongah	17	19
Chicago	18	13
Connellsville	19	14
Cleveland	20	20
DISTRICT		
Staten Island	1	1
C. H. & D.	2	2
Baltimore & Ohio S. W.	3	3
Pittsburgh	4	4
Main Line	5	5
Wheeling	6	6



Handling a Bumper Peach Crop

By J. H. Stewart

Agricultural Agent

IT is perfectly understood and well recognized that peaches can be grown in many, if not in most of the states or certain portions thereof throughout the whole country, but the growing of fruit alone is not sufficient. First the quality must be considered, the varieties that can be grown successfully, the diseases that have to be contended with, and last but not least is the question of marketing the fruit after it is produced.

Those who understand all these conditions will probably admit that all things considered, West Virginia is best adapted, or at least some sections of it are best adapted, to this business. The extent of the industry in the eastern Pan-Handle, or that portion of the state which lies directly east of the Allegheny mountains, is the best evidence of this statement. Several millions of trees that are already producing highly colored and well flavored fruit stand as living witnesses of the profitableness of the business. While many thousands of acres have been brought under cultivation and planted in trees there are many thousands more of cheap land that are equally available. In the far west, land that would produce an equal quantity of fruit per acre sells at fancy prices, and in addition the cost of irrigating it has to be considered.

The trees of these lands grow large and vigorous and are long-lived. By reason of the elevation, most of them being above the frost line, a failure is a rarity, while crops for half a dozen years in succession are the rule. For the same reason the fruit is practically free from fungus and other diseases which assail the trees on the low lands and in warmer climates. This section is adapted to not only one variety but relatively to all varieties of peaches. It is a custom of large growers to plant their trees in blocks, according to time of ripening. The varieties of fruit used in these blocks are the Carmen, which begins to ripen the latter part of July, followed by the Champion, Old Mixon and so on, the Elbertas coming on during the last of August after the Georgia and other southern crops are exhausted, to be followed later by the Salway, Smock, Heath Cling and others, leading up to the Bilyeu of October.

The marketing conditions are especially important and add to the value of the fruit grown in this state. First to be considered are the home markets. West Virginia is essentially a mining and manufacturing state. Until recent years attention has been turned almost exclusively to these two industries to the neglect of the agricultural and horti-

cultural opportunities and advantages. It was only when the Experiment Station developed and published the fact that some thirty millions of dollars went out of the state each year for fruit products, that a profound interest was created in these subjects.

comparative condition of the fruit that gets into the market.

The eastern Pan-Handle of West Virginia is particularly favored in the matter of an equable climate, so essential to the growing of peaches. A failure in that section is practically unknown and



PEACHES ARE PERISHABLE AND, TO FETCH GOOD PRICES, NEED QUICK HANDLING

Hence the mining and manufacturing towns within the state of West Virginia furnish good markets for a large proportion of the fruit grown within the state. That which is to be shipped out is within easy reach of Cincinnati, Pittsburgh, and the thriving cities and towns of western Pennsylvania, and in close proximity to Baltimore, Washington, Philadelphia, and New York. The Baltimore and Ohio Railroad Company, which has given special attention to the transportation of fruit products from this state, arranges each season for a special train during the time that peaches are being marketed, taking them from Keyser, Romney and other points on the branches and main line direct to eastern points of destination. The advantages which the growers in West Virginia enjoy are immediately apparent when her freight rates to the markets are compared with those of Georgia, Arkansas, Michigan, Colorado and California, not counting icing charges or the full crops will average about five in seven years. There are thousands of acres of shale and chert land yet undeveloped in West Virginia counties in the Potomac basin—well adapted to peach culture. These lands vary in price from $25.00 to $50.00 an acre in their uncultivated state. The true importance and the real magnitude of what has already been done in the matter of fruit growing in West Virginia, and particularly peach growing, is not generally known to the outside world and in fact it is not fully realized by the residents of a large part of West Virginia. It is estimated that there are more than half a million peach trees growing in Mineral County, West Virginia, and approximately three million peach trees in Hampshire County, West Virginia. Morgan County is likewise doing its share in this large development. Hardy and Grant Counties have recently been made accessible by the building of the Hampshire Southern Railroad and many hundreds of thousands of trees

have already been planted and a great many more will be planted. Some of the largest individual undertakings in a fruit growing way in West Virginia are the Hampshire Orchard Company near Romney, in Hampshire County, and the Romney Orchard Company in the same district; also the South Branch Orchard Company, with between thirty and forty thousand trees.

These two companies have growing more than 100,000 peach trees, located on excellent chert land and already producing thousands of dollars worth of fruit.

The Knobley Mountain Orchard Company in Mineral County has some 40,000 peach trees growing. It is safe to say that within a few years there will be several million peach trees growing in Mineral County.

One of the large enterprises in Hardy County is the Twin Mountain Orchard Company, which has purchased a tract of 1,200 acres, having the greater portion of it planted to trees. To show their faith in the proposition, they have already built a narrow gauge railroad to the property from Keyser, West Virginia, at a cost of something like $100,000.

Among the larger enterprises in Morgan County are the Sleepy Creek Orchard Company at Sleepy Creek and the Allegheny Orchard Company at Paw Paw, West Virginia. These two companies are producing in excess of $100,000 worth of peaches a year.

Specific instances of wonderful profits made in growing peaches are not lacking. In fact, they can be multiplied almost indefinitely. Five years ago, two gentlemen from Cumberland, Md., purchased a tract of land near Wesley Chapel in Hampshire County, consisting of about 200 acres, for which they paid $1,750. These men set out 10,000 peach trees and at the end of five years they refused $20,000 for the orchard. These men also sold enough timber from the property to pay for it several times over.

Another orchard of 280 trees in the same locality sold $1,160 worth of peaches one year and $1,000 worth of peaches were sold the following year from this small tract.

Another very successful peach grower in Hampshire County purchased the farm on which he now lives ten years ago for $3,400. There are 450 acres in the farm. About 150 acres of this have



GATHERING AND PACKING THE CROP FOR MARKET

been planted to trees which are producing, and the owner has refused $25,000 for his property.

Another grower sold $400 worth of peaches from forty Elberta trees in one year. One of the larger companies which has been incorporated for fifteen years has paid 450% in dividends. Examples such as these are not unusual and the fact that there are still thousands of acres awaiting development ought to lead to an enormous expansion of peach culture in West Virginia, where the soil, the climate and the markets make it possible to produce such profits as would be entirely out of the question in a less favored district.

Something like twenty years ago this commercial development began in the establishment of the old Romney Orchard Company near that thriving mountain city where the Miller boys, as they are familiarly spoken of, began their work of pioneering this big business. Many other strong companies and individuals as above indicated have fallen into line, thus swelling the volume of the undertaking from year to year.

The undertaking has not been without its reverses and its difficulties. Many serious problems have been confronted by those engaged in the work, but these have been met and solved as they have arisen and the bad breaks which have come to those engaged in this business (as they do to those engaged in any big business) have been bridged over with patience, ingenuity and success. The soil problems had to be discovered and solved. Diseases which are common to this fruit began and have continued in the midst of these orchards, but they have been thoroughly studied and have been brought under successful control. The transportation facilities have improved all the while and the Baltimore and Ohio Railroad Company and the express company doing business on its lines have always shown themselves thoroughly in sympathy with the work of the growers and have uniformly been ready with every facility for handling the crop in a successful and satisfactory way.

It should be understood that the number of trees which has become old enough to yield fruit has increased from year to year, but that in some years in the past a portion of the crop has been injured by frosts and drouths. This year, however, it was ascertained that, because of the increased number of trees and the freedom from injury, the crop would be larger than it had ever been before. It should be a source of pride to those interested in the operations of our Company to be familiar with the skill and activity of the work done under the direction of the general superintendent in the preparations for handling this bumper crop. Additional team sidings, extensions of sidings and the construction of additional warerooms and sheds were made wherever necessary. Also the operation of all necessary trains especially adapted to this work, and cars of the proper sort were put into commission. Each of these cars, of course, had to be iced and provisions for this were well handled by those in charge of the work. The scenes about the shipping stations with the numerous wagons and laborers engaged in the work of bringing in these crops and storing them in the cars which were ready, were both instructive and interesting. One of the very large orchards situated on the top of the mountains and a considerable distance from the railroad has shown great enterprise in the construction of an overhead trolley, which is successfully operated in conveying the fruit direct from the orchard to the siding where it was handled directly into the cars.

Most of the peaches in this section are shipped in carriers and Delawares. In some other regions a different form of package is used. The Delaware will be recognized by the reader as the half-bushel basket, which is a truncated cone, while the carrier is a larger vessel with small ten pound baskets stored in it. The peach, being a very perishable product, must be handled quickly. It cannot be allowed, as in the case of apples, to hang on the tree a minute too long and it must not be delayed in transit or it will be lost. The handling in the orchard must be the best in order to insure success. The fruit is brought by the pickers to certain points in the

orchard and is there classified and packed carefully by those most skilled in the work. And to those growers who give best attention to this phase of the subject come always the best prices. Fine condition goes a long ways towards insuring a quick and good buyer at the markets. It is an interesting sight to witness the gathering, classification and packing of a large fruit crop. In single orchards several hundred men at one time will be busily employed in this work. Then the wagons and other conveyors are intensely occupied in moving the packages to the cars with the least possible injury to the fruit. All of this involves the employment of a large force of people and the exercise of executive ability in bringing about the best results with the greatest economy. It is then up to the railroad and the commission men to do the rest.

The writer recently visited several large markets and made inquiry about the delivery of such products as peaches, tomatoes and other vegetables over the lines of our Company where quick transit and good handling are essential. The service was commended everywhere as not only good but much improved. One of the very large commission merchants in Pittsburgh spoke very highly indeed of the efficient service supplied by the Baltimore and Ohio Railroad. Special mention was made of the excellent condition in which tomatoes from the Ohio River Division were received, so much so that they could be still further distributed even as far west as Chicago with entire satisfaction.

It is a noticeable fact that not every good grower of peaches is a good seller. Many growers have their energies and ability and financial resources entirely taken up in the production and delivery of the crop to the railroad. At that point some of them seem to be at the end of their string. They have neither experience or knowledge in marketing sufficient to enable them to get the best results from their product and here they are confronted with the same problem that confronts the producers of all food products throughout the country, namely, the proper distribution and the successful marketing of their crops. Indeed, the successful distribution involves intelligence and ability of as peculiar and high an order as does the production of these crops. So well is this fact recognized, that the United States Government has already exerted itself quite extensively and with a rapidly expanding force of experts to help solve a part or the whole of this great problem. A close, well organized cooperative association for handling the purchase of their general supplies and the sale and delivery of their crops, ought to work out greatly to the benefit of the growers of this region.

Owing to business conditions and the many hurtful influences brought upon us by the wars, the growers have not realized the profit from this great crop which they had a right to expect, but these things could not be prevented. However, taking it all in all, the crop has been produced and sold with much skill and, under the circumstances, with considerable satisfaction. It is believed that the growers will immediately set about an increase and an improvement in their product for the coming year.

Prevention of accidents is prevention of suffering. Why not be careful?

Boost for Safety



WILL HE OIL HER UP FOR A LONG RUN ?

"Ho! A Song by the Fire!"

Glee Club of Baltimore Employes Has Auspicious Beginning

THERE is no form of entertainment that appeals to so many people as the enjoyment of good music. With this idea in mind and a strong personal desire to meet more of their fellow employes in Baltimore, and to have the opportunity of exercising their somewhat limited musical talents in male choral singing, a few of the Baltimore boys got together on the afternoon and evening of October 1st to formulate plans for the organization of the Baltimore & Ohio Employes' Glee Club. The enthusiasm at this meeting was so spontaneous and the promises of support so reassuring that it was decided to engage the services of Mr. Hobart Smock, of Baltimore, to conduct the singing. And the kind offer of Mr. W. H. Morriss, secretary of the Central Y. M. C. A. of Baltimore, of the use of the assembly room in the building at Cathedral and Franklin Streets, was accepted with thanks, the following Monday evening being set for rehearsal.

As is usual with such an innovation, the number of men who came up for voice trial at the first meeting did not, to say the least, make the assembly room at the Y. M. C. A. building look too small to hold them. However, up to this writing, November 11th, over ninety men have had their voices tried, and it is confidently believed that at least sixty of these fellows will continue the work and fun, for work and fun it is, during the winter.

The first requisite for the success of any organization is enthusiasm, and no one who was present at the meeting of the club on the night of November 9th, would gainsay the statement that the fellows there were enthusiastic.

The second requisite for a good Glee Club is good singers, and we are fortunate in having a few fellows who have trained voices and others with voices of good natural quality. However, good singers can always be made where there are voices and plenty of spirit, and as before stated, we feel that we have the latter quality in full measure.

The third essential of a good club is inspiring leadership, and anyone who has seen Mr. Smock in action will agree that he is the soul of inspiration, ability and hard work. In fact it is doubtful if the club could have secured the services of a better man anywhere.

Mr. Smock says that we have made splendid progress in our work to date. Seven songs, all told, have been rehearsed, including two of humorous character which are already in such shape as to enable us to sing them in public, and one splendid bass solo with choral obligato, which will be sure to make a big hit. Mr. Hiss, of the Auditor Passenger Receipt's office, has very kindly given us his services as accompanist.

On the night of January 18th the Glee Club will make its first public appearance at the annual dinner of the Baltimore & Ohio Veterans' Association,

and plans are now being perfected for the first concert to be given by the club for all Baltimore & Ohio employes who care to attend. It is expected that a dance will be given in connection with this concert. It is also hoped that a club night can be arranged periodically, at which local employes of the Company can attend to listen to the rehearsals and to join in a brief social hour afterwards.

The finances of the club are in good shape, the dues by common consent having been set at fifty cents per month per member. One of our officers, who was approached before the organization meeting of the club, very generously subscribed twenty-five dollars toward its expenses.



CARTOONIST BAUMGARTEN'S CONCEPTION OF THE CLUB

The club is run on an absolutely democratic basis. On the night of November second, after the regular rehearsal, the following officers were elected: President, Edmund Leigh, general superintendent of police; vice-president, Douglas Elphinstone, loss and damage roadman; secretary, Robert M. Van Sant, editor Employes Magazine; treasurer, B. H. Anderson, secretary to general inspector transportation and superintendent telegraph. An executive committee, the membership of which represents each department affiliated with the club, was appointed as follows:

B. H. Anderson, telegraph department; R. J. Binau, motive power department, Mt. Clare; R. J. Doyle, loss and damage bureau; J. F. Eareckson, third vice-president's office; H. H. Godfrey, freight claim department; C. F. Hopkins, car service department; E. M. Hoosen, freight tariff department; C. X. Hale, auditor passenger receipt's department; W. J. Hubback, auditor sub-lines office; A. S. Hardwick, transportation; L. J. Hennessy, Camden freight agent's office; W. A. Horn, transportation; E. E. Johnson, Mt. Clare, mechanical engineer's office; E. Leigh, Sr., general superintendent of police; E. Leigh, Jr., Locust Point; C. O. Lutz, engineering department; C. J. Lehmen, printing department, Mt. Clare; E. L. McCahan, Riverside; H. C. Michael, test department, Mt. Clare; J. H. Riggan, loss and damage bureau; H. N. Steinkamp, car service; W. L. Straughn, auditor merchandise receipts; L. E. Stille, Riverside shops, foreman air brakes; G. M Tew, tool room, Mt. Clare; C. K. Townsend, freight claim department; R. M. Van Sant, Magazine; J. E. Waugh, storekeeper's office; P. H. Wenzel, relief department.

The club has already had a considerable amount of publicity among employes all over the System, several letters having been received in which tentative requests were made that we provide entertainment at various meetings of Company employes, and although no definite plans have been made looking

to the organization of similar clubs at divisional points and elsewhere on the System, it is expected that the success of the parent organization will stimulate activity of this nature at other places in addition to Baltimore.

As an infant organization the club needs the good will and the hearty support of all Baltimore & Ohio employes. The purposes of the club are solely to stimulate interest in music, provide healthful recreation for the members and their friends and to promote sociability and good fellowship, so all of us can afford to be boosters and to give it our hearty support.

A Collect for Thanksgiving Day

By Edwin Markham

I THANK Thee, Father, for this sky
Wherein Thy little sparrows fly;
For unseen hands that build and break
The cloud-pavilions for my sake—
This fleeting beauty, high and wild,
Toward which I wander, as a child.

I thank Thee for the strengthening hills,
That give bright spirit to the rills;
For blue peaks soaring up apart
To send down music on the heart;
For tree-tops wavering soft and high,
Writing their peace against the sky;
For forest farings that have been;
For this fall rain that shuts me in,
Giving to my low little roof
The sense of home, secure, aloof.

And thanks for morning's stir and light,
And for the folding hush of night;
For those high deities that spread
The star-filled chasm overhead;
For elfin chemistries that yield
The green fires of the April field;
For all the foam and surge of bloom;
For leaves gone glorious to their doom—
All the wild loveliness that can
Touch the immortal in a man.

Father of Life I thank Thee, too
For old acquaintance, near and true—
For friends who came into my day
And took the loneliness away;
For faith that held on to the last;
For all sweet memories of the past—
Dear memories of my dead that send
Long thoughts of life, and of life's end—
That make me know the light conceals
A deeper world than it reveals.

Personal Injury Reduction

Standing of Divisions, showing progress made in personal injury reduction (killed and injured) for month of September, 1914, compared with same month of 1913. EMPLOYES ONLY

New York	*		Ohio River	10%	Decrease
Cleveland	42%	Decrease	Indiana	8%	"
New Castle	41%	"	Martinsburg Shop	†	
Chicago Terminal	32%	"	Monongah	†	
Mt. Clare Stores Dept.	29%	"	Pittsburgh	4%	Increase
Newark	27%	"	Chicago	10%	"
Connellsville	24%	"	Mt. Clare Shops	16%	"
Toledo	21%	"	Indianapolis	17%	"
Delphos	20%	"	Illinois	27%	"
Cumberland	16%	"	Ohio	31%	"
Philadelphia	14%	"	Shenandoah	40%	"
Baltimore	12%	"	Wheeling	46%	"

Total for All Divisions 9% Decrease

* No personal injuries September, 1913 or 1914

† No decrease or increase

A Good Bulletin—Read It!

SEPTEMBER, 1914, BULLETIN

OFFICE OF THE DIVISION OPERATOR, PITTSBURGH, PA., October 1, 1914.

All Operators, Agent-Operators and Levermen, Pittsburgh Division:

During the month of September, 1914, following appointments were made:

BRUIN.....Agent-Operator.....G. F. BUTLER.
DEMMLER...1st Trick.....F. B. BILLUPS.
DEMMLER...3d Trick.....W. R. SKINNER.

Discipline for Month of September

One dismissal—for violation of Rule "G." Quite an improvement over August, but not as good as we can make it.

Rule "G"

We are sorry to record again a dismissal for violation of Rule "G." What does a violation of this rule mean?

A LOST POSITION. A DISGRACED MOTHER. A BROKEN-HEARTED WIFE. A HUNGRY CHILD.

Can you afford it?

You boys who have knowledge of a violation of Rule "G,"—can you afford to let it pass by without a word of advice to the offender?

A few kind words spoken at the right moment may save him his position.

MEN—Treat intoxicants as you would treat any other ENEMY that seeks to destroy your life and home.

Safety First

I am pleased to know that a majority of the operators are in sympathy with the Safety movement. But what are you doing outside of sympathy to further the movement? Why not organize a Safety Club on each District, meet once a month to discuss Safety matters, take minutes of the meeting, forward copy to me and I will read them to the Divisional Safety Committee at their regular monthly meeting? We are glad to receive your sympathy, but we need something else—we need your active service—we need workers.

"Good intentions do not pay bills:
It is easy enough to plan:
To wish is the play of an office boy:
To do is the job of a man."

Homes for Operators on Easy Terms

A supply of circulars, explaining how this can be done the benefits to be derived and the easy plan, as issued by the Baltimore and Ohio Railroad Company, Relief Department, Savings Feature, are in the hands of the freight agents at Pittsburgh, Pa., Junction Transfer, Pa., and Allegheny, Pa. Those of you who do not own your own home, write at once for a circular.

Economy

Operators who have not been furnished with envelopes, Form 386 A. T., should order a supply on next requisition.

Your attention is also called to the misuse of "Mailgram" envelopes. These envelopes are to be used for "Mailgrams" *only*, and should be forwarded to the manager of the telegraph office at point of destination, and not to individuals.

Block Rules

Departure from Block Rules can be made only by written instructions signed by the superintendent, train order, or special instructions contained in time-table.

Yours truly,
G. W. C. DAY, *Division Operator.*

The Panama-Pacific International Exposition

Installation of World Display Well Under Way

By Hamilton W. Wright

ELEVEN huge exhibit palaces have been completed at the Panama-Pacific International Exposition at San Francisco. Altogether there will be thirteen main structures on the Exposition ground and an auditorium to seat 12,000 persons and to cost more than $1,300,000 is under construction at the civic center of the city.

The result of the work fulfills every expectation of the famous architects to whom was entrusted the exposition design. To blend into and fit in with the impressive natural surroundings of the site at Harbor View, the hills that encircle the grounds on the south, east and west, the harbor on the north, with its islands, and beyond the Golden Gate, it was planned to produce a single superb architectural effect, and the plan has been carried out.

The exposition grounds which face the harbor for almost three miles are occupied by three great groups of buildings. In the center are the exhibit palaces; upon the east is the amusement section devoted to the pavilions of the forty nations that are to take part, and to the buildings of the American states. This is one of the most interesting portions of the grounds, and many of the huge foreign pavilions and state buildings are almost finished.

In the center group, eight of the exhibit palaces are joined in a rectangle. Four of the buildings face upon a forty feet wide esplanade upon San Francisco harbor and four face the South Gardens between the main groups of buildings and the Exposition boundaries. The four buildings facing the harbor from east to west are: Palaces of Mines and Metallurgy, Transportation, Agriculture and Food Products. To the south, completing the group, are the Palaces of Varied Industries, Manufactures, Liberal Arts and Education. The buildings are identical in height. Their architecture as seen from afar, is also similar, and it is only when one gets close at hand and within the courts, that the divergencies are apparent.

The dimensions and cost of the eight buildings are:

Mines and Metallurgy	451x579	252,000	$359,445
Transportation	579x614	314,000	481,677
Agriculture	579x639	328,633	425,610
Food Products	424x579	236,690	342,551
Varied Industries	414x541	219,000	312,691
Manufactures	475x552	234,000	341,069
Liberal Arts	475x585	251,000	344,180
Education	394x526	205,100	425,610

Flanking this group of eight structures, upon the east is the Palace of Machinery, costing more than $600,000. This was the first of the exposition palaces to be completed. Its interior arrangement consists of three north and south aisles, each 136 feet in height and 76 feet in width, extending the entire length of the building, 967.8 feet. Three transverse aisles, each 126 feet long and 75 feet wide run east and west through the center intersecting the north and south aisles.

Flanking the group upon the west, is the palace of Fine Arts, which is separated from the groups by a lagoon which it partly envelopes and which is bordered by flowers, shrubbery and trees, giving the effect of a forest lake in the tropics, fringed with rich shrubbery and plants.

The building describes an arc 1,110 feet in its outside perimeter and its area is 205,000 square feet or nearly five acres. The Palace of Fine Arts is of steel and concrete and is fire and burglar proof.

Opposite the Palace of Education, in the exposition. Kaleidoscopic lights from within will play upon the glass, giving the giant sphere the effect of a huge iridescent soap-bubble. South of the Palace of Varied Industries and also in the South Gardens, Festival Hall, a



EAST FACADE OF THE PALACE OF VARIED INDUSTRIES

This is opposite the Palace of Machinery. The exposition gives the effect of permanency and as though its construction had taken many years

the South Gardens, is the great Palace of Horticulture. This large structure covers approximately five acres, and in architecture is Saracenic. Its most prominent feature is a steel dome 186 feet high and 152 feet in diameter, covered with wire netting glass. The dome is surmounted by a half-globe "the flower-basket," 26 feet in height and weighing twenty-eight tons. During the Exposition, the half-globe will be planted with flowers of all kinds. At night the dome will become one of the most spectacular features of rendezvous for conventions in 1915, is under construction.

The eight exhibit palaces, forming the rectangle, are divided by three avenues running north and south and one east and west. At the intersection of the east and west avenues with the north and south avenues, lie three great inner courts, the walls of the four exhibit palaces surrounding each court being indented to form the oval of the court.

In the center of the group, is the great Court of the Universe; on the west,

paralleling the Court of the Universe, the Court of the Four Seasons, and on the west side is the Court of Abundance. Vast colonnades encircle the courts, running from their openings on San Francisco harbor back to the courts themselves. From almost any point of view the visitor while traversing the courts will gain flashing glimpses of the blue between the lofty colonnades.

The Court of the Universe is 750 feet wide by 900 feet long, and resembles somewhat in shape the great plaza approaching the Church of St. Peter at Rome. The effect of the court is magnificent. Corinthian columns encircle it. The walls of the palace behind the columns are colored a burnt sienna, while the vaults of the corridors are ultramarine blue. The columns are the shade of the exhibit palaces, a faint ivory yellow; the color of imitation Travertine marble. The columns of the Court of the Four Seasons are Roman-Ionic, modified with a touch of modern detail. This court is 340 feet square and opens to the north on San Francisco harbor by a colonnade avenue 473 feet long and 173 feet in width. Through a passage in a great niche or half dome at the south end of the court it opens into the Court of Palms.



IMPOSING DOME OF THE PALACE OF HORTICULTURE

The upper portion of this exquisite structure, which is 660x320 feet, is of Saracenic architecture. The dome suggests the famous mosque of the Sultan Ahmed I of Constantinople. The lower portion is adorned with the decorations of the Eighteenth Century French Renaissance. The dome, which is 185.5 feet in height and 152 feet in diameter, consists of a steel framework covered with opalescent glass made in Austria. By day the sunshine through the dome casts an opalescent light in the vast conservatory beneath; by night colored searchlights playing on the dome from the interior will make it visible for a great distance.

The east court or Court of Abundance, is similar in size and shape to the Court of the Four Seasons. An arcade, dominated by a great oriental tower, 270 feet in height, upon the north avenue of the

court, encircles the court. Between the courts, along the intersecting east and west avenue, are great open patios, where the ornamentation of the walls of the palaces is very lavish. The patios are cut off from the courts by huge colonnades, so that each presents a distinctive scheme of color and decoration. The prevailing decoration of these vast open aisles is Pompeian with shades of green, terra cotta, robin's-egg blue and Venetian-red, blending in marvelous mosaics.



THE SUPERB PALACE OF LIBERAL ARTS AS SEEN FROM THE SOUTH GARDENS

To the right may be seen a portion of the great triumphal arch of the Rising Sun, crowned with a group suggestive of the Orient, an elephant as its main figure, and camel riders, Arabs, Mongolians, priests and slaves completing the group. The portals of the Palace of Liberal Arts are richly decorated in Spanish Renaissance. This photograph gives a comprehensive idea of the vast size of the building but no idea of its brilliant coloring. Eight of the exhibit palaces of the main group are identical in architecture and height and almost indentical in their dimensions. Their facades facing upon the South Gardens are similar, producing a single architectural theme

The outside walls of the central group of eight palaces form an almost continuous facade. Throughout the entire extent of the group, its circuit is unbroken save by huge highly decorated portals and entrances to the exhibit palaces, by the openings of the courts upon San Francisco harbor and by the two minor courts that open upon the South Gardens.

Throughout the circuit of the vast encircling facades there is regularity in the architecture. In the walls of the stately palaces are green latticed windows with a wealth of gold and terra cotta, showing behind the network of the green. The windows recall those of the great monasteries. Indeed several of these are replicas of portals in famous Spanish monasteries. Repeated groups of statuary, lofty Corinthian and Ionic columns, stately portals, and a profusion of ornamental trees (some of them fifty feet in height) and shrubs contrast with the prevailing ivory tint of the walls, lending life and beauty to the ensemble.

And in this great shell, which is to house the exhibits of the world, will the world's progress be worthily exemplified. The exposition in its beauty and brilliancy and in the extent of its participation and exhibits overshadows every commemorative and educational exhibition in the history of the world.

Much interest has been evidenced in all parts of the world as to what the effect of the European war would be in so far as the exposition is concerned. Early in August, in response to inquiries from all parts of the globe, the management of the exposition announced that the celebration would not be postponed. The development of events since that time, in

their relation to the exposition, all tends to confirm the wisdom of that original decision. When the decision was made, no word had been received from any European nation as to what effect the European war would have upon its plans. Recently, however, it has become evident that many European nations will be represented at San Francisco.

So rapid has been the progress in the construction of the city of foreign government pavilions and palaces to the west and south of the Palace of Fine Arts during the first seven weeks of the European war that each of them appears to be making an extra effort to surpass its neighbor. Of the forty foreign governments which have committed themsleves to participate, not one has withdrawn. On the contrary many have applied for more exhibit space, and some have greatly increased their appropriations. Spain, France, Italy, Holland, Japan, China, Sweden and other nations in the war zone have officially notified the exposition that they will proceed with their buildings or exhibits despite the war.

The beautiful pavilions of Sweden, Bolivia, the Philippine Islands and Cuba are from eighty to ninety per cent. completed. Those of Honduras and Canada the latter a huge structure to be filled wholly with displays from Canada and moving picture halls—are finished. The German Kali Syndicate building, constructed in part by the German government, is more than half finsihed, as is the Holland pavilion, which is set in a large garden. The huge Chinese building, as well as the two mosque-like buildings of the Ottoman Empire, are nearly half completed. The three government buildings of Japan, to be set in a four acre garden, are being built in Japan, to be sent "knocked down" and erected between the palaces of Cuba, Denmark and France, one of them being an ancient temple. Australia and New Zealand are rushing their buildings, which are over twenty-five per cent. completed. The Chilian and Peruvian buildings will flank that of New Zealand, while Italy, Brazil and Argentine surround Turkey on three sides.

Within ten days after the war broke



THE GREAT PALACE OF TRANSPORTATION AS SEEN FROM THE NORTH GARDENS

These gardens lie between the main exhibit palaces and San Francisco harbor. This picture gives a vision of the vast walled city, the superb main group, seen from a distance, presenting a single architectural theme. The entrances of four of the main exhibit palaces facing on the harbor are similar, consisting of three archways entering upon a vast vestibule and surmounted by rich ornamentation. In the center niche is the figure of a Spanish conquistadore, while on either side are gigantic figures representing a Pirate Theme.

out Holland had increased its appropriation from $100,000 and ordered that construction be rushed upon the great Netherlands pavilion, immediately adjoining the Palace of Fine Arts.

The Persian display has been assembled at Teheran and is ready for shipment. Spain, which had not decided to participate officially before the war, has since voted an initial fund, $100,000, for participation.

England, Germany and Austria will be represented by individual exhibitors or by associations of exhibitors. Norway is proceeding actively with her plans and Denmark broke ground for her pavilion the first week in September. The Argentine Republic, in view of the new trade alignments between the American continents, has increased its appropriation from $1,250,000; Italy has ordered construction rushed upon her pavilion. Since the war broke out important publications in France have written the exposition for illustrations and data.

The Grand Duchy of Luxemburg despite the war has prepared and shipped a marvelous exhibit of unnamed roses to compete for the $1,000 prize for the Panama-Pacific International Exposition Rose. The Netherlands for its great government horticultural exhibit has asked for and has been granted 52,000 square feet of space, and the plants are being assembled in seven different cities in Holland under the supervision of government experts. Japan has asked for 8,000 additional square feet of exhibit space for her horticultural exhibit, making altogether in the competitive horticultural exhibit a total of 12,000 square feet. This is in addition to a four acre garden. Japan will be represented upon a vast scale in all the exhibit palaces. Cuba has asked for additional space, and is making elaborate arrangements for her $250,000 display.

Before the attitude of the exposition itself was known, France cabled that her



THE GREAT PALACE OF EDUCATION AS SEEN FROM THE SEMITROPICAL SOUTH GARDENS

In the foreground is the beautiful Avenue of Palms, which runs east and west through the length of the South Gardens that lie between the exposition boundaries on the south and the exhibit palaces. To the north the exhibit group faces upon the North Gardens, a vast stretch of green adorned with statuary and fountains on the shores of San Francisco harbor. In the South Gardens are tulips brought from Holland since the war began; giant tree ferns from New Zealand; rhododendrons from England and many other plants. Hundreds of thousands of tons of fertile river bottom earth have been brought from the Sacramento Valley so that the vegetation might become established by the opening of the exposition

plans were unchanged. Aside from the action of the French Exposition Commission the athletic department of the exposition has received word from France that they will be represented in the athletic events. Undoubtedly some of the entries on the athletic sports' program will not be filled, and some of the art treasures intended for the Palace of Fine Arts will not be shown at San Francisco because of the war, but not by any means the majority or the most important of them, and there are many factors in the situation which will more than compensate for these losses.

Since the war broke out there has been a very sharp increase in the demand for exhibit space from the manufacturers of the United States, South America and the European nations not at war.

While there is now no doubt that many European nations will be represented at the exposition, it is apparent that in addition, there will be an unprecedented representation from South America and the Orient, as well as from Central America.

The exposition has become very important in an extraordinary economic situation. Manufacturers and exhibitors from South America and the Orient are preparing for liberal representation. Cochin China, Indo China and Siam, the Philippines and many of the states of India and South Africa are beginning their preparations.

In regard to attendance traffic managers are of the opinion that the European war is likely to increase travel to California in 1915 rather than to reduce it.

The Cover Picture

By F. J. Angier

IN 1903 the city of Sheridan, Wyoming, gave one of its famous "Frontier Celebrations." Among other attractions advertised was a bucking broncho contest, and as it was desired very much to get a good picture of a bucking horse, photographers from Omaha, Lincoln, Denver and other cities attended the celebration for this purpose.

I really did not expect to get a picture, but with some other friends decided to make an effort and we loaded our cameras and secured as good positions as possible at a reasonably safe distance.

The horse shown in the picture had never been ridden before. I do not recall its name or the name of the rider, but I do remember that they had considerable difficulty in getting the saddle fastened. When it was finally secured the rider leaped in, and at the same time horse and rider went up into the air.

Every camera was snapped and every photographer hastily retreated to a safe distance. It seemed to me that the horse had a particular grudge against me because he came directly in the path which I took to get away from him, and within a very short distance he overtook me but, fortunately, a little out of the direct line, and thus I escaped being run down.

Not a single good picture was taken of this broncho busting by the other photographers and I thought, of course, that I had secured nothing and did not develop the plate for several days. When it was developed and it was found that a good picture had been secured I had it copyrighted. Hundreds of pictures were made from the plate and it attracted a good deal of attention, not only in the vicinity of Sheridan but throughout the country, and many papers and magazines reproduced it.

I made up two or three and sent them to our congressman, Mr. Mondell, and asked him to present a copy to Theodore Roosevelt, who was then President. Mr. Mondell did this, and in a short time I received a letter of thanks from William Loeb, Jr., Mr. Roosevelt's secretary, with a copyrighted and autographed photograph of the President. This, of course, I prize very highly.

The New Bascule Bridge over the Calumet River, Chicago

By Oscar Wacker

Car Distributor, South Chicago

THE new bridge across the Calumet River at South Chicago, was put into service on Monday, September 28th, 1914. Train



F. S. HARVEY, RESIDENT ENGINEER

No. 8, the first passenger train to use the the new structure, crossed at 11.55 a.m.

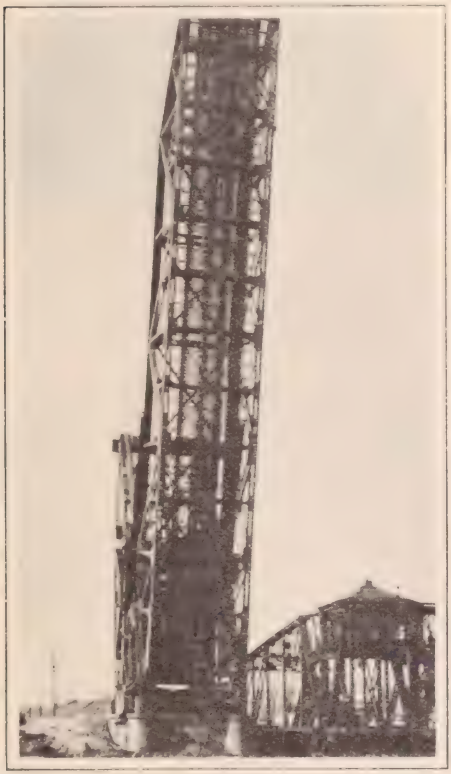
This bridge is the largest single leaf Bascule span in the world; the movable span being 235 feet long. Thirteen hundred and fifty tons of structural steel, one hundred and fifty tons of machinery, and twenty-two hundred tons of concrete counter weight go to make up this monster piece of machinery.

In June, 1906, the City Council of Chicago passed an ordinance requiring the Baltimore & Ohio Railroad to elevate its roadbed over the streets on each side of the Calumet River. This would have necessitated the raising of existing draw span at the Calumet River, but in January, 1910, the War Department of the United States Government ordered the railroads crossing the Calumet River at this point to provide a better channel for the passage of boats. A clear channel of 140 feet was demanded in place of the old channel of eighty-five feet. This order, of course, made necessary the construction of an entirely new bridge.



H. A. FIELD, ASSISTANT ENGINEER OF BRIDGES AND BUILDINGS

There existed at the crossing in 1910 three draw spans which carried the tracks of the Baltimore & Ohio, L. S. & M. S. and the P. F. W. & C., respectively. These bridges, when opened, only cleared each other at the ends by a few inches. The method of building the new bridges, therefore, had to be carefully worked out in order that traffic over the old bridges should not be interrupted.



COLOSSAL IN SIZE, THIS BASCULE BRIDGE HAS THE PRECISION OF FINE WATCH WORKS

(Photo by Wegener)

The work on the foundations of the Baltimore & Ohio bridge was started in July, 1911, and completed the following spring. These foundations consist of twelve foot concrete cylinders, connected at the top by reinforced concrete girders, and which extend to the solid rock at a depth of about seventy feet below the surface of the water.

The erection of the superstructure was started in July, 1912, and was completed in the spring of 1913. The bridge was erected in the open position, and lowered after completion. As an example of the accuracy with which the work was done in the shop and in the field,



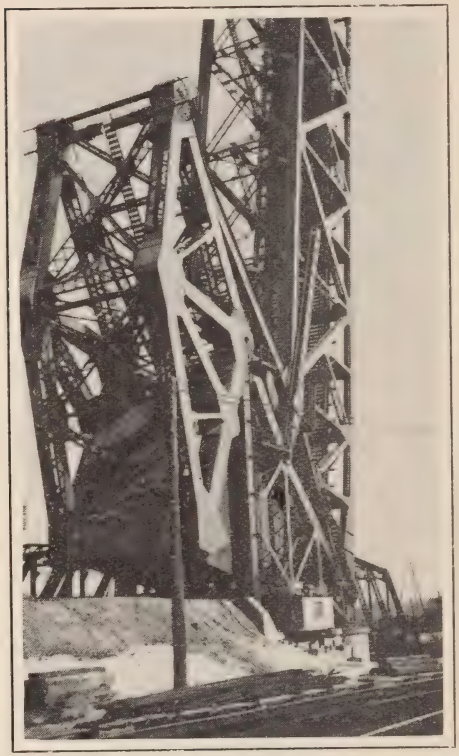
W. F. BOOTH, ASSISTANT TRAINMASTER SOUTH CHICAGO



WILLIAM HOGAN, SUPERVISOR OF TRACK AND EQUIPMENT

it should be noted that measurements taken at the time the bridge was first lowered, showed that it was only one quarter of an inch out of line at the extreme end.

The bridge is electrically operated with two 140 horse power alternating current motors furnishing the power. A thirty-five horse power gasoline engine is provided to operate the bridge in case of failure of the electrical power.



CEMENT BLOCKS BALANCE THE ENORMOUS WEIGHT OF THE BRIDGE

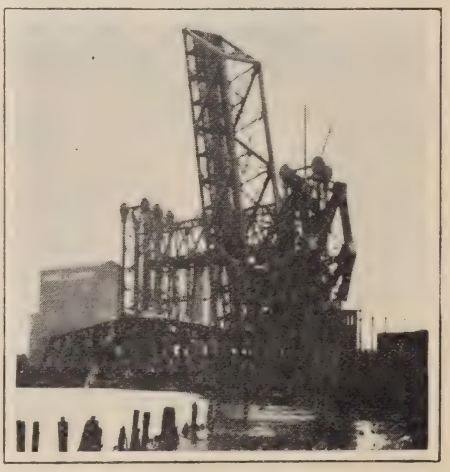
The interlocking plant which is being installed at the present time is to be electrical throughout, and will be thoroughly up to date in every particular.

This valuable addition to the property of the Baltimore & Ohio Railroad was supervised during construction by J. E. Greiner, consulting engineer, Baltimore, Md. L. G. Curtis, district engineer at Chicago, had direct charge of the work in the field, and was assisted by H. A. Field, assistant engineer of bridges and buildings, Baltimore & Ohio Chicago Terminal Railroad, F. S. Harvey, resident engineer, Baltimore & Ohio Railroad, and William Hogan, supervisor of track, Baltimore & Ohio Chicago Terminal Railroad. The assistant trainmaster, W. F. Booth, arranged for the first train to pass over this bridge.



OPERATING TOWER AT THE BRIDGE

Left to right, GEORGE SEIFERT, Chief Maintainer; F. J. VAN HYDE, Train Director; CHARLES GRAY, Day Bridge Operator; CHARLES MCCARTY, Day Maintainer



VIEW OF OLD AND NEW BRIDGES

A Personal Appreciation of Michael J. Corrigan

By G. W. Andrews
Assistant to Engineer Maintenance of Way

MICHAEL J. CORRIGAN, late general inspector of tunnels of the System, died at his home in Cumberland, Md., August 27th, 1914. Born at Tunnelton, Preston County, W. Va., on March 23rd, 1856, Mr. Corrigan came into the world a member of the great Baltimore & Ohio family, his father, Matthew Corrigan, being an employe of this Company as a masonry foreman in charge of such work as the lining of the Kingwood, Paw Paw, Hitchcock and other tunnels.



THE LATE MICHAEL J. CORRIGAN

After being graduated from the parochial schools of Cumberland, Mr. Corrigan entered Mt. St. Mary's College at Emmitsburg, Md., and there built the foundation of a life that was pure, simple and loyal in all his relations to employes and fellow men. After leaving college, he entered the service of the Company, February 1st, 1873, at Cumberland, Md., as a timekeeper in the rolling mill, at that time operated by our Road. He was promoted January 1st, 1875, to shipping clerk, and remained until the mill was closed April 1st, 1875, at which time he was furloughed. He returned to the service in 1878 in charge of construction for the maintenance of way department on the Pittsburgh Division, holding this position until April, 1883, when he was again furloughed by reason of the completion of the work.

Early in 1888 he returned to the service in charge of construction on the Pittsburgh Division, continuing in this capacity until September 1st, 1892, when he was appointed general inspector of the construction of the tunnels on the Baltimore Belt Line. The character of this work was such as to require keen judgment, iron nerve and the ability to act quickly. His services were invaluable and as a reward he was appointed general inspector of the tunnels of the entire System.

From the time he assumed this position until his death, he rebuilt or repaired every tunnel on the System.

Among the tunnels he rebuilt are Henryton, Point of Rocks and Catoctin, Baltimore Division, Nos: 1, 3 and 6 of the Wheeling and Pittsburgh Divisions, Big or Fort Ritner on the Indiana Division of the Baltimore & Ohio Southwestern, Cambridge and Stewartsville tunnels of the Newark Division and Nos. 2 and 3 of the West Virginia and Pittsburgh. Most of this work consisted of changing timber lined single track tunnels into brick lined double track tunnels and all but two were built without diverting traffic. On many other tunnels the work was not only expensive but of an exceedingly dangerous character.

Mr. Corrigan taught his men the necessity of exercising care and it can be truthfully stated that "Safety First" was his maxim long before any railroad adopted it. During his service as general inspector of tunnels there never occurred an accident which cost the Company one dollar or seriously injured an employe. When we consider the extra hazardous character of the work and the fact that nearly all of it was performed under traffic, this is a record that is not only remarkable but has not been equalled in the history of tunnel construction and maintenance.

Personally magnetic and of a kind and genial disposition, Mr. Corrigan built up a friendship among the officers and employes that endured. We sympathize sincerely with his family, but at the same time feel that there has passed to the Great Beyond a lovable man of whom it can truthfully be said: "His work was well done."

The Speed Recorder's Job

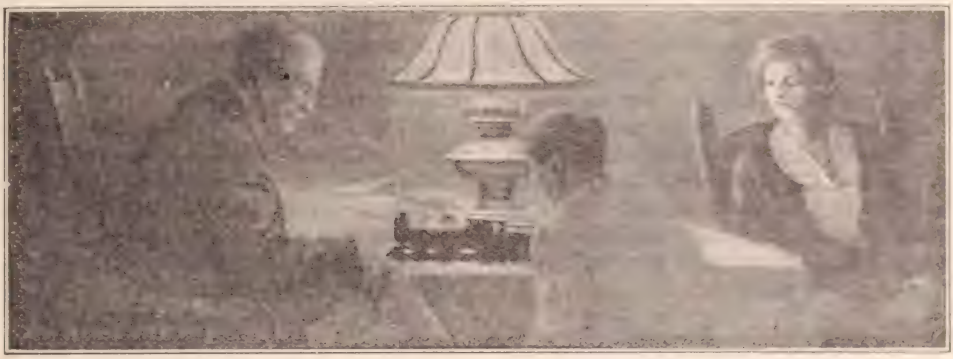
By B. H. Anderson

Secretary to Superintendent Telegraph and General Inspector of Transportation

VERY few people other than railroad employes realize that the speed of practically every passenger train that is handled on the Baltimore & Ohio System is checked to ascertain whether the engineer exceeded the limit on the division on which the train was handled and that there are installed on the passenger locomotives of this Company speed recorders, which record on a tape the rate of speed.

When these tapes are transmitted to general inspector of transportation Selden at Baltimore, Md., there is noted upon them the train number, date, engineer and conductor's name and the points between which the engine handled the train. These tapes are checked at Baltimore and reports made to the general manager of excess speed, and at the end of each month there is compiled a report which indicates the number of times the various engineers of the respective divisions exceeded the limit.

It is the desire of the management that our trains shall be handled at a safe speed and the division people in working up their timetables indicate what, in their opinion, is a safe maximum speed for passenger trains. The introduction of the recorders is to see that that maximum speed is not exceeded and to give patrons a safe and comfortable ride over the road. This is one of our most efficient "Safety First" devices.



HOME DEPARTMENT

Edited by Edith Henderson

Women are Easy Prey

FOUR or five young business women were dining together one evening and one of the number recounted with considerable feeling the experience of a co-worker who had been robbed of her entire salary fifteen minutes after receiving it. She then proceeded to tell how she herself had felt a gentle tug at her hand bag while ascending in an elevator to the upper floor of a department store. Her hand bag hung open, and at her cry of alarm the elevator was stopped between floors and the man in charge ordered the occupants not to move.

"Is your money gone, madam?" he asked.

Highly excited, the young woman gave a quick glance into the bag and seeing the roll of bills on top, forgot about the eight dollars change from a ten dollar bill which had been, not in the roll but near it. So she replied in the affirmative and the car discharged its passengers at the next floor. When, to reassure herself, the young woman counted her money she realized that the thief had relieved her of the eight dollars which had been separate from the roll of bills. Upon reporting this to the head of the department she learned that a woman on the first floor had just been robbed of forty dollars, presumably by the same thief who had descended on the next elevator going down.

The conversation followed this channel for about half an hour, and during that time a surprising number of cases of pocket picking and purse snatching were described, each case being the experience of a member of the group present or of some one of their friends or acquaintances.

"I've learned one lesson at least," said the first speaker, "and that is to grip my shopping bag firmly by the clasp instead of dangling it from my hand or arm. Also, the next time I shall be particular to count my money on the spot instead of later, when the thief has slipped out of the elevator; but there will be no 'next time' if I can help it."

The common pickpocket is perhaps the most familiar type of thief and also the hardest to guard against, but pocket picking is only one of the methods em-

ployed in robbing women. It is said that the devices used by thieves for robbing women are nearly always of the simplest nature imaginable. The methods, though simple, are calculated to cover a variety of occasions. The following "Nevers" by William J. Burns, president of The William J. Burns International Detective Agency, in *The Ladies' Home Journal*, contain some valuable suggestions and are well worth careful attention.

NEVER under any circumstances make chance acquaintances, especially while traveling.

NEVER get excited over any demonstration on the street; a person fainting on the street is a much-used ruse of pickpockets.

NEVER ask for information while on a journey except from uniformed officials of the railway or steamship company.

NEVER start out on a journey to a strange city or town without previous information about a safe place to stay over night.

NEVER answer an advertisement in person in a strange city without first thoroughly investigating the employer or agency, and never answer it at a private room in a hotel.

NEVER lay down your pocketbook while examining goods in a store.

NEVER place your rings or jewelry to one side in a washroom. Drop them in your purse if only for ten seconds.

NEVER pin your money in a little bag on the pillow or bolster of your bed. All thieves look there first.

NEVER leave any money or jewelry in a room with a window opening on a porch.

NEVER take a servant into your home without references, and always verify the references.

NEVER display money openly on the street or in any other public place.

NEVER fail to make a loud demonstration if attacked or accosted. Publicity is what people of this type fear most.

NEVER permit any one to enter the house under the guise of gasman, inspector, etc., without showing proper credentials.

NEVER tell a stranger at your door that there is no one at home but yourself.

NEVER sign a paper of any kind for a stranger or alleged agent without a thorough investigation.

NEVER agree over the telephone to meet any one whose voice you do not recognize, or whom you know but slightly, at any place except a very public one, and then do not go alone.

NEVER take a taxicab at night with two men on the driver's box.

NEVER fail to take a careful look at the face of a person attacking you so that you can identify him later.

Riverside Y.M.C.A. Annual Oyster Supper



H, YES, I was raised in the Baltimore & Ohio."

The speaker was a pretty, black-haired woman and she was waiting on the tables at the oyster supper given by the Riverside Baltimore and Ohio Y. M. C. A. Her reply was in answer to a question from one of the supper patrons and was immediately followed by a chorus of

"So was I!"

The effect, of course, was to make those present who were not so fortunate as to have been "Raised in the Baltimore & Ohio," feel themselves the guests of a jolly big family whose members had come together after the day to join in a generous old-fashioned meal. Those who have had that experience know what a privilege it is to share the hospitality of a big, good-natured family,—the bigger the merrier.

Between calls for coffee, oysters, salad, etc., were constant demands for:

"More sour beans!" punctuated by frequent remarks such as:

"My, but those beans are good!"

"Have you tried them? They're fine."

"Wonder where they came from," etc.

"Mrs. Hile sent them," said the pretty lady in charge, "she sent some last year and everybody wanted them."

This year "everybody" may have them as often as desired, for through the courtesy of Mrs. Hile, whose husband, the

late Christopher Hile, was a Baltimore & Ohio engineer, the recipe follows:

"Boil beans (the kind ordinarily used for "baked beans") in unsalted water. When well done strain thoroughly. Cut up small bunch of celery, uncooked, add to beans with a sprinkle of celery seeds and a little salt. Make a dressing of one egg, sugar, vinegar and butter, and pour over the beans."

There were other features besides the supper. Many useful and pretty articles were on sale at the various booths, and the booths themselves presented a festive appearance. At a small thatched tent-like structure near the middle of the floor the game of "Grab" held the attention of the youngsters. The "youngsters," by the way, were out in force. They seemed to be very much at home and to enjoy themselves thoroughly. The organ recital by Secretary Stacey gave those present an opportunity to enjoy the rich tones of the beautiful instrument presented to the Riverside Y. M. C. A. by Oscar G. Murray, chairman of the board of directors of the Baltimore & Ohio, and this was indeed a treat.

The evening was a pleasant one and much credit for its success is due to the direction of Mr. Stacey and the cooperation of the Baltimore & Ohio women.



THREE NATIONAL EMBLEMS—THE BABY, THE BIRD AND THE SAFETY FIRST BANNER

Drawing by John J. Mahony.



BALTIMORE AND OHIO EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Day of Disillusionment

ALMOST every mother sees in her boy a future President of the United States, and it is quite natural that many boys should have the same feeling about themselves. Of course, if anyone asks us if we expect to be President, we promptly say "no," because we don't care to be laughed at, but we go on thinking "yes" just the same. The idea is seldom a conviction. Perhaps it never even occurs to us during the busy hours of the day. But at night, when the fleeting thoughts of the day become the accomplished deeds of the morrow, when ambition seizes our drowsy senses and transforms air castles into structures of steel and stone, when the little things we've done look important and the big things we ought to do, look insignificant, then comes the flattering voice of our ego, making the seductive suggestion and we nod our head in the affirmative, and fall asleep.

From this sleep, which happily comes to mother and son alike, she, on account of greater maturity and intuition, awakes first. Sooner or later, however, 999,999 out of every million of us, including Vice-Presidents, Secretaries of State and others who are placed where they can do but little harm, awake also. The mists and dreams fade from our sight, no longer do we listen to the flattering voice of our ego, and the great vision of reality comes to us like the guiding star to the mariner on a foggy, unknown sea. So it should be with all our illusions.

What then? Are our ideals lowered? Rather they should stand out in better proportion in the new perspective. Are our ambitions shattered? Not if we are made of the right stuff, for out of the ruins of the former illusions we build the framework of an attainable aspiration. Is the road before us harder to travel? No, for instead of the alluring vista of doubt which perplexed us, instead of the misty path stretching beyond our sight to the rainbow pot of gold, there lies the straight road, and at its end our own possible accomplishment.

We have been undeceived. More clearly we now see our relation to our fellow men and the work and thought of the world. Our limitations no longer plague us like enemies in ambush; they are out in the open and we can discount them. The energy we have been wasting on windmills can now be applied in the right direction—on resultful endeavors.

We have learned what is the thing we can do best. We have given up trying to do the other fellow's job. We are bending all our energies to our own.

The day of the vision is one of great opportunity. True, it brings a crisis, sometimes hard to face, but it fits us better for life's work.

Out of it, according to our courage, each of us can shape the future for weal or for woe.

"Busy Bertha"

"BUSY BERTHA" is the name which has been given to the great siege gun used so effectively by the Germans. They call it something different, but we can't imagine a more appropriate name.

So much has been said about German preparation for the war, the marvelous effectiveness of their equipment and the lessons to be drawn therefrom that it seems almost like stepping in where angels fear to tread, to try to point another moral.

The "Busy Bertha" is one of the most important keys which have opened the gates of the Allies to the partially successful German invasion. The very sound of the name conjures up pictures of terrible devastation and the forcing back of enemies who, however brave, are unable to respond effectively with obsolete artillery to the irresistible advances behind this new type of gun.

The "Busy Bertha" has been called the secret of the German nation. Thousands of German gun makers knew of its existence, but apparently the secret never got into hostile hands. While the Allies were increasing their armaments along standardized and well known lines, the Germans were producing an instrument of warfare capable of accomplishing what hitherto had been considered impossible.

Now is a good time for each one of us in this country to emulate the example of the "Busy Bertha," to strive hard to accomplish what we have considered impossible before, to be so effective in the direction in which we aim our endeavors as to hit the mark each time, and bring about the desired results.

It is easy to do what the other fellow has done; it is not hard to follow the blazed trail, but to strike out into new fields, to mount a little higher than the other fellow, to be so charged with enthusiasm and energy that every time we aim we hit the mark, is a different proposition.

If we are hampered by obsolete methods, if we are in the rut of the conventional, if we are just doing as much as we see the other fellow doing, let us take a lesson from the "Busy Bertha" and be the dynamic force in constructive work that it has been in this terribly destructive war.

Bar Rum for Safety, Say One Thousand Employers

THE National Council for Industrial Safety, at its third annual session, with 1000 delegates present, representing companies employing more than 1,000,000 employes, adopted unanimously the following resolution:

"*Whereas*, It is recognized that the drinking of alcoholic stimulants is productive of a heavy percentage of accidents and of diseases affecting the safety and efficiency of workmen; therefore be it

"*Resolved*, That the National Safety Council places itself on record as being in favor of eliminating the use of intoxicants in the industries of the nation."

Sixty per cent. of the industrial accidents in the United States are charged to liquor, R. L. Palmer, chief inspector of the Pennsylvania Department of Labor and Industry, told the delegates.

"It will not be long," the speaker said, "before the saloon will be as much separated from the industrial plant as it is now from the church. As a matter of business, we will have to furnish workmen better entertainment than saloons do. We will also have to pay in cash to prevent men from going to saloons to convert their checks into currency."

E. K. Prichett, representing a manufacturing concern of Grand Rapids, Mich., asserted that after employes had been forbidden to use alcoholic beverages arrangements were made for milk wagons to call at the factory at a certain hour every morning.

"We then permitted the men to stop work and go out and buy fresh bottles of milk," Mr. Prichett said. "We found that this arrangement virtually has solved the drinking problem."—*Baltimore News*.



MR. WILLARD'S ANSWER

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above everything else

THE HIGHEST SAFETY RECORDS FOR SEPTEMBER, 1914

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Delphos	$28,522	*$31,596	$17,280	$19,410
Toledo	10,295	10,812	8,288	17,008
Illinois	8,380	9,567	6,243	*19,708
Connellsville	7,568	10,281	4,735	.....
Indiana	5,612	9,855	.....	.....
Chicago Term.	.....	.....	6,911	.....
Philadelphia	.....	.....	.....	31,237
Ohio	.....	.....	.....	12,484

* Indicates that these divisions did not have a single case of personal injury in the class of service specified.

SAFETY FIRST

We show here, each month, on the "hammer" test, the five divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." Formerly we figured the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is evidently fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is correspondingly decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, SEPTEMBER, 1914

Divisions	In and Around Trains and Yards	In and Around Shops and Engine-houses	Maintenance of Way	Total
Philadelphia	$ 3,645.00	$ 996.00	$31,237.00	$2,832.00
Baltimore	3,888.00	1,289.00	5,129.00	2,688.00
Cumberland	4,242.00	1,533.00	5,328.00	2,723.00
Shenandoah	3,210.00	305.00	2,982.00	2,066.00
Monongah	4,511.00	2,570.00	7,949.00	4,117.00
Wheeling	5,284.00	2,127.00	3,491.00	3,531.00
Ohio River	4,901.00	2,096.00	2,530.00	3,044.00
Cleveland	5,841.00	2,128.00	9,174.00	3,908.00
Newark	3,130.00	2,329.00	8,513.00	3,143.00
Connellsville	10,281.00	4,735.00	6,353.00	7,568.00
Pittsburgh	6,254.00	2,399.00	4,790.00	3,745.00
New Castle	8,279.00	2,336.00	5,453.00	4,657.00
Chicago	3,546.00	1,356.00	4,880.00	2,345.00
Chicago Ter'l.	5,378.00	6,911.00	6,357.00	5,826.00
Ohio	6,140.00	1,260.00	12,484.00	3,021.00
Indiana	9,855.00	2,143.00	6,089.00	5,612.00
Illinois	9,567.00	6,243.00	*19,708.00	8,380.00
Toledo	10,812.00	8,288.00	17,008.00	10,295.00
Delphos	*31,596.00	17,280.00	19,410.00	28,522.00
Indianapolis	5,293.00	1,606.00	7,182 00	3,315.00
Average	5,888.00	2,149.00	6,467.00	3,937.00

* Indicates no personal injuries.

SHIPS VERSUS RAILROADS

"Can you tell me," asks Chairman Hemans, of the Michigan Railroad Commission, "why we get so excited when we hear that the government is not going to do something for American ships, and why on the other hand we seem to care so little about doing anything for American railroads? Some of us are deeply perturbed because American ships may have to pay tolls for carrying freight through the Panama canal; but none of us are clamoring for the purpose of a free right of way, for instance, for any American railroad that carries freight. We cheerfully spend millions of dollars on the Lime Kiln crossing and the Livingstone channel to promote shipping on the great lakes, and many more millions for locks at Sault St. Marie. And we take pictures of these waterway improvements and put them on postcards which we proudly send to our friends. But I wonder what would happen to the statesman who would suggest that we appropriate funds from the public treasury to break down heavy grades on some of our railroads so that they could haul freight at less expense. As far as public aid is concerned, I can see no difference between the man who invests in ships and the man who invests in railroads."



SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

Fireman W. A. Blauw of yard engine No. 1617 on Thursday, October 8th, at 8.25 a. m., in passing west between East Side and 24th and Chestnut Streets, discovered a new brass wedge in frog in eastbound track at west end of Kalion. This was half of a new main rod brass, which had fallen off engine No. 813. This took place right ahead of train No. 42 and would have been liable to cause an accident had No. 42 struck it. We have asked employment bureau to make credit entry of this on his record.

Conductor J. F. Cooney of engine No. 1653, October 1st, while going from Chestnut Street to East Side, passed engine No. 4126 with a train for Park Junction. Conductor Cooney noticed a defective condition under a car in train of engine No. 4126, jumped off engine No. 1653 at telephone booth at east end of Wharton Street tunnel, notified the operator at Locust Street and had No. 4126 stopped before passing over switches, possibly preventing an accident.

On the afternoon of October 18th, operator J. F. Elste, working at Locust Street tower, Philadelphia, stopped train second No. 94 at that point on account of something dragging and fire flying from under car about ten cars from rear. A bad condition was found under this car.

On Wednesday, September 9th, J. D. Fisher, brakeman on train No. 44, discovered Harmony station on fire when train No. 44 pulled in there. With assistance of balance of train crew, consisting of conductor J. J. King, baggagemaster J. W. Ault, engineer E. G. Owens and fireman A. O. Ash, the fire was extinguished by use of water and engine hose. This is a non-agency point and station would probably have burned, also adjoining warehouse of Mr. Smalley, had it not been for prompt action.

CUMBERLAND DIVISION

C. Shields, employed as trackman on section No. 10, under foreman A. O. Tederick, found car replacer on top of south rail just ahead of switch point and east of Clear Spring station of the Western Maryland Railroad, and had it removed. Superintendent Brendel of the Western Maryland Railway has written the following letter to Mr. Shields:



C. SHIELDS

"I have your letter of August 2nd in which you give me the details of your finding a car replacer lying on the south side of main track just west of Clear Spring siding.

"I appreciate very much your calling attention to the matter and at the same time I wish to compliment you upon your intelligent action.

"I am very sorry that while we are also the followers of Safety First, we do not have a magazine in which may be announced the good deeds of our employes and those of our neighboring roads, but I have referred the incident to the general superintendent for such further action as he may be able to give it."

MARTINSBURG

C. M. Peters, assistant baggage master at Martinsburg, is deserving of special mention for service rendered on September 28th. Extra west engine No. 4239 stopped at Penstock for water. The brakeman on the train noticed a defective condition, and after notifying engineman went under train to make the necessary repairs. The train pulled



C. M. PETERS

out with brakeman hanging to brake rods under car. As the car passed station Mr. Peters heard brakeman calling and he climbed upon the train and put brakes down until it was brought to a stop, releasing the brakeman without injury. Mr. Peters is to be commended for his watchfulness and prompt and efficient action by which the life of the brakeman was saved.

SHENANDOAH DIVISION

On September 2nd, 1914, conductor J. L. Bowler, by his watchfulness, noticed a condition at Stephen City, Va., which might have caused an accident if not discovered. A commendatory notice has been placed on his record. Conductor Bowler has been in the service since April 20th, 1889, and has a number of commendatory credits on his service record.

MONONGAH DIVISION

Frank Moore, wreckmaster on Weston relief train, was at Gillespie October 17th, and as train No. 26 was passing that point discovered a defective condition. He stopped the train and thus possibly prevented an accident.

On October 14th, brakeman B. F. Knabenshue found a bad condition on engine No. 1827 at Buckhannon. He stopped engine, informed the engineer and made arrangements for the necessary repairs. The superintendent has written brakeman Knabenshue a commendatory letter.

Conductor R. F. Haney, on extra west engines Nos. 1207 and 570, October 11th, after passing Rohrbough, observed a defective condition. He immediately stopped train and made arrangements for necessary repairs, for which he is commended.

WHEELING DIVISION

G. J. Hervey, operator at Jacksonburg, noticed a defective condition on wood hopper about ten cars from caboose in train of extra No. 2242 east on September 17th and reported it promptly. Mr. Hervey is to be commended for his action.

On September 6th while flagging for conductor J. W. Bowman on extra east engine No. 2214, flagman E. B. Thomas noticed that caboose gave a very bad lurch about one mile east of Hannibal and immediately jumped off to investigate and found a bad condition in track. It was reported to dispatcher and train No. 702 was flagged before passing. Mr. Thomas is to be commended.

As engineer F. Stetson and fireman L. L. Elliott on train extra west on siding pulled out on main track, noticed an unusual noise, stopped, investigated and found bad condition in rail. Sectionmen were ordered out and things were quickly restored to their normal condition. Engineer Stetson and fireman Elliott are to be commended.

On October 9th, when painter foreman F. J. Maurer of the Wheeling Division and gang were working on span twelve of the Ohio River bridge, they were forced out on the abutment of span twelve to let a freight train pass over the bridge. While on this abutment they discovered a fire in the building of the Eastern and Ohio Milling Company but were unable to reach it on account of the freight train blocking their way. After it had passed, Maurer and his gang rushed to the Ohio side and found that the Ohio River bridge was also in flames. They soon had a hose playing and succeeded in holding the fire down, probably saving the bridge from destruction. The bridge is thirty feet from the ground and the men, fearless of the danger, got under it and kept the flames in check with the hose, after first soaking their clothes with water to prevent their catching fire. Mr. Maurer and his gang are to be commended for their work in this instance.

OHIO RIVER DIVISION

About 9.15 p. m., September 27th, while shoving a cut of cars in on No. 1, conductor Steve Johnson noticed the coal trestle afire and by his keen eye possibly saved it from burning. Conductor Johnson on discovering this fire flagged No. 93 and carried water from its engine to scene of fire and by the aid of crew of engine No. 1240 fire was put out. Conductor Johnson deserves great credit for the way he handled the work at this fire.

CLEVELAND DIVISION

Engineer F. E. Lynch and fireman W. Holzinger are to be commended for assistance



F. E. LYNCH

rendered to police captain J. E. Palmer on October 14th. Palmer was engaged in a personal encounter with three alleged robbers and with the assistance of Messrs. Lynch and Holzinger, the suspects were promptly captured.

Conductor C. L. Bair, Akron yard, is to be commended for meritorious service performed on October 5th. Mr. Bair was employed as yard brakeman in February, 1906, and was promoted to yard conductor in October, 1913.

Pennsylvania, Lake Shore and Company joint interchange clerk A. E. Brueckner is to be commended for watchfulness displayed in discovering bridge No. 464 on fire, and making arrangements which resulted in its being put out without serious damage.

Section foreman R. C. Crawford of Canal Fulton, Ohio, is to be commended for meritorious service performed on October 10th. He was employed as trackman in November, 1906, and promoted to foreman in 1910, which position he has held since that time.

Conductor W. J. Bair is to be commended for discovering five air hose missing from cars which he had put in at Berea, on October 9th, and giving information which resulted in finding the parties implicated. He also ordered five new hose from storekeeper and applied to cars himself. Mr. Bair was employed as freight brakeman May, 1895, and promoted to freight conductor in 1898.

Conductor H. F. Runge is to be commended for efficient service performed on October 10th, at Uhrichsville, Ohio. He was employed as brakeman in August, 1907, and promoted to freight conductor in March, 1911.

Brakeman J. E. Buckley is to be commended for observing an unsafe condition on car while passing Elyria station, September 26th. Mr. Buckley was employed as brakeman June, 1914.

Engineer P. H. Fishel is to be commended for meritorious service performed on October 8th at Myersville, Ohio, while in charge of train No. 7. Mr. Fishel was employed as engineer in 1886 on the old C. T. & V. and promoted to passenger engineer in 1903, in which capacity he has served since that time.

Engineer T. Fuller is to be commended for observing unsafe condition when passing Reeves switch at Canal Dover, Ohio, on October 3rd. Mr. Fuller was employed as fireman in 1899 and promoted to freight engineer in 1902, in which capacity he has served since that time.

NEWARK DIVISION

At 3.30 p. m., October 1st, while Miss Ferne Sprowls, school teacher at Waterford, was on her way home, she discovered bridge No. 459, located a mile and a half east of Waterford, on fire. She remained there and sent one of her pupils, who was with her at the time, to a nearby house to call up the operator at Waterford and notify him. She then started to extinguish the fire and succeeded in putting it out with the assistance of two men from a nearby farm.



MISS FERNE SPROWLS

This bridge is about forty-five feet high and 450 feet long; the fire was located in the centre twenty feet from the ground, one post and three braces being burned off.



SYLVESTER AND ORVILLE HENDERSON

(See October issue, page 8)



E. E. JOHNSON
(See Oct. issue, page 70)

The appreciation of the Company for the interest displayed by Miss Sprowls was expressed to her in a letter written by superintendent Jackson.

She is a sister of agent A. W. Sprowls of Stockport, Ohio.

CONNELLSVILLE DIVISION

Brakeman W. J. Hilleary is to be commended for a meritorious act near Garrett, Pa., September 7th. Mr. Hilleary entered the service as brakeman December 30th, 1904, and was promoted to extra conductor March 23rd, 1910.

Mr. Ross Pritts of Garrett, Pa., has been commended for a meritorious act performed on September 26th, just west of M. P. No. 221 near Garrett. Mr. Pritts is employed by the Atlantic Coal Company at their No. 2 mine at McSpadden, Pa.

Engineer H. Bowman, for a meritorious act performed near Roberts, Pa., September 30th, has been written a letter of commendation by the superintendent. Mr. Bowman entered the service of the Company in the capacity of freight fireman January 13th, 1905, and was promoted to engineer July 23rd, 1907.

Blair Armagost and Thomas Jones, two young men of Hooversville, Pa., are to be commended for a meritorious act performed at S. M. Co. mine siding, S. & C. Branch, September 29th. They have been written letters of appreciation by the superintendent.

Track foreman H. W. Hayman is to be commended for a meritorious act perfcrmed just east of Bidwell, Pa., October 13th. Mr. Hayman entered the service of the Company in the capacity of track laborer, October, 1897, and has been regularly advanced in the service. He has been written a letter of appreciation by the superintendent.

Operator E. J. Burkett of Cooks Mills is to be commended for a meritorious act on October 13th. Mr. Burkett entered the service of the Company in capacity of operator, November 23rd, 1907. He has been written a letter of commendation by the superintendent and proper notation will be made on his service record.

PITTSBURGH DIVISION

On September 3rd pumper A. E. Evans found a bad rail in main track at water tank, Point Mills, and reported condition to the operator, who in turn arranged with section foreman for repairs.

On September 21st conductor J. Calvin discovered Highland bridge on fire. He had train stopped and fire put out before proceeding.

On September 16th brakeman J. E. N. Harris noticed defect on dead engine No. 599 in train of engine No. 207 west, at Christy Park. He had train stopped and proper repairs made by train crew.

On October 10th second trick operator H. E. Heliker, at Finleyville, discovered a defect on car in train of second No. 82. The rear brakeman was notified and train stopped until necessary repairs were made.

While first No. 94, engines Nos. 2660 and 4081, were passing Callery, operator J. R. Davis noticed brakes sticking on a car about eight car lengths from rear end and the wheel red hot. Conductor Copeland was called at east end of siding, flagged first No. 94 and necessary repairs were made.

Conductor G. W. Matheny of the P. & L. E. R. R., at McKeesport, noticed our engine on train No. 1 dragging heavily, called yardmaster at Demmler and reported same. Yardmaster called the operator at Bessemer and had train stopped while inspection was made and it was found that bolt had come out of slide on the ash pan and allowed the rod to drop down. The prompt action of Mr. Matheny possibly prevented an accident and he has our sincere thanks.

Extra gang foreman J. M. Clark has been given letter for his meritorious service rendered September 8th at mile post No. 24.

On the morning of September 24th, conductor W H. Heiser and brakeman T. J. Molyneaux discovered a bad rail just east of Pan Handle bridge, Pittsburgh yard; they immediately notified yardmaster and had repairs made promptly.



W. H. HEISER



R. V. LANCASTER

At 9.00 a. m. September 25th, extra west engine No. 2549 was standing on siding at Reduction for train No. 1 and while brakeman R. V. Lancaster was inspecting train, he discovered an unsafe condition on rear truck of engine. The matter was immediately reported and necessary action taken to have defect repaired. Mr. Lancaster has been given a letter by the superintendent for meritorious service.

It has just come to our attention that engineer R. C. Bolton, while handling train No. 80 between Benwood and Glenwood, August 17th, had throttle fulcrum lever in the cab break, which ordinarily results in a bad engine failure and possible giving up of train. However, engineer Bolton took a slack adjuster from the brake rigging of tank and applied it to the throttle rigging in the cab in place of broken part and brought train to Glenwood with very little delay. He has been properly commended.

Patrolman Golden, while on duty between Downieville and Mars, noticed a defect on Baltimore & Ohio No. 132712. He immediately notified conductor B Shippey, who was in charge of train, and the bad part was removed from car.

At 5.30 p. m., September 23rd, brakeman C. F. Helms, with extra No. 2523 east, conductor W. B. Carson, discovered a defective condition on rear truck of Company car No. 121484 at Fombell. The car was cut out at that point for repairs. Mr. Helms has been written a letter by the superintendent commending him for his alertness and interest in the "Safety First" movement.



C. F. HELMS

NEW CASTLE DIVISION

On October 11th, conductor G. W. Heiser, while in charge of extra No. 4063 west, noticed a car in train of engines Nos. 4294 and 2325 with a bent axle. Prompt report was made and car set off at Easton, Ohio. Mr. Heiser has been in the service o the Company since 1901. The superintendent has written him a commendatory letter for his observance of conditions on the line and prompt action in connection therewith.



G. W. HEISER

On October 4th, James McMahon, crossing watchman at Niles, Ohio, discovered a dangerous condition at that point. He immediately got in touch with S. F. Lodwick, a resident at Niles, and had him telephone the chief dispatcher after which he called the sectionmen, who made repairs. Mr. McMahon has been commended for his observance and prompt action.



JAMES McMAHON

The accompanying photograph is that of W. F. Baughman, lampman at Warwick, who noticed a dangerous condition on July 21st and took proper steps to protect passenger train which was approaching. Mr. Baughman is a very modest man and it took some time to get his photograph. He has been commended by the superintendent for his interest and action in this case.



W. F. BAUGHMAN

OHIO DIVISION

J. Murdock, baggageman at Dundas, Ohio, is to be commended for meritorious service performed September 12th, for he probably prevented a serious accident by his watchfulness and good judgment. Mr. Murdock is not an employe of the Company, but of the Hocking Valley R'y Co. at Dundas. He is thoroughly in sympathy with the Safety First movement and has our thanks for his interest.

Herbert Ross, machinist at Hamden, is commended for meritorious service at Hamden, whereby he undoubtedly prevented an accident.

J. P. Emish, agent at Mineral, Ohio, noticed an unsafe condition while extra west Nos. 2620 and 2534 was passing his station October 11, 1914. Mr. Emish immediately notified dispatcher, who stopped the train at Zaleski, where the defect was remedied. Mr. Emish is commended for his watchfulness and prompt action.



J. P. EMISH

H. D. Vance, agent at Cuba, found an unsafe condition in passing track at his station. He immediately notified division headquarters, and sectionmen were sent there to make proper repairs. Mr. Vance is commended for his action.



H. D. VANCE

On September 2nd, J. E. Funkhouser, while firing or engineer R. N. Hewitt on train No. 4 prevented his engineer from falling from the cab of the engine, after having been struck by a switch stand. Mr. Funkhouser took charge of the engine as far as Parkersburg, making time between the point of accident and there on No. 4's schedule. Mr. Funkhouser has been commended. He has been in the service of the railroad since 1907.



J. E. FUNKHOUSER

CHICAGO DIVISION

Conductor Swartout is credited with a performance September 22nd deserving special notice and commendation. He was standing at Kimmell when train No. 98 passed, and observed a dangerous condition in it. Through his efforts it was stopped and the dangerous condition corrected.

At Galatea October 1st conductor Todhunter discovered and promptly handled a dangerous condition. His vigilance and prompt action were probably the means of avoiding serious trouble. He is to be commended

Operator Leroy Fowler, third trick at Defiance, is deserving of special mention for his prompt action and commendable effort to prevent a derailment. When No. 4262 east was passing his office, the dangerous condition was observed. Fowler was unable to have train stopped there but telephoned across the river and had it stopped at Midway, where dangerous condition was removed.

INDIANA DIVISION

Recently brakeman M. R. Pollock discovered defective condition in smoking car, train No. 8, at Vallonia, notified crew and had same repaired. Brakeman Pollock entered the service as freight brakeman October 10th, 1912, and deserves special mention for this watchfulness.

On September 18th as No. 7 was pulling out of Seymour, an aged couple started to walk in front of it, not noticing its quick approach. Mr. F. J. Voss, undertaker at Seymour, saw the couple and succeeded in warning them in time to prevent their being struck. This is a commendable action and Mr. Voss has our thanks.

The following letter is self-explanatory:

Mr. O. E. Henderson,
Correspondent:

If someone else has not already done so, I desire to call your attention to the action of car inspector W. T. Bingham at Storrs, on the evening of September 11th last in connection with the injuries sustained by yard brakeman Powers. It is generally admitted that had not Bingham retained his head and plucked Powers from beneath the wheels at just the time he did another death would have been recorded against the Indiana Division.

E. R. Swepston,
Timekeeper, Storrs.

On October 11th Roy Cogswell of Deputy, Ind., son of agent Cogswell of that place, notified crew of water train of a defective condition which he had detected on their caboose, and thus probably prevented serious trouble.



AGENT COGSWELL OF DEPUTY, IND., AND HIS FAMILY

Roy is a bright young fellow of ten and as this is the second defective condition which he has discovered and reported we think he should have special mention in the Magazine. The accompanying photograph is agent Cogswell and his interesting family, taken while on their vacation in Seattle. Roy takes after his father in always being on the alert to every dangerous condition which may arise. Mr. Cogswell has been with the Company many years, is always looking out for the best interests of the Company and has proved himself a most valuable employe.

ILLINOIS DIVISION



G. C. EDMISTON

R. D. Parish, P. Drennan, K. Jamerson, train crew, and M. Devos and Bert Ahearn, engine crew on extra No. 1580, No. 94's helper, are to be commended for discovering and eliminating unsafe condition at bridge No. 329-47, while returning from Furman June 2nd.

Conductor H. N. Murray and brakeman G. C. Edmiston discovered an unsafe condition while switching at Carbon mine September 16th, and by careful work succeeded in removing same. They are to be commended for their close observation and good work in this instance.



H. N. MURRAY

C. L. Akes, section foreman, Caseyville, Ill., is to be commended for noticing unsafe condition in train No. 36, leaving Caseyville October 5th, and reporting it to train crew. Mr. Akes entered the service in 1904.



C. L. AKES

Murray Berry, lamp lighter at O'Fallon, on August 29th discovered an unsafe condition just east of Furman station, got in touch with sectionmen and had repairs made. He is to be commended for his good work in this instance.



J. J. SHANNON

J. J. Shannon, section foreman, Lebanon, Ill., on October 9th, noticed an unsafe condition in extra No. 2768 and flagged it. Mr. Shannon has a letter of appreciation from Mr. Scheer.

TOLEDO DIVISION

Operator J. A. Morgan, at North Side, was written a letter of commendation by the superintendent for his meritorious act September 25th. Mr. Morgan entered the service November 7th, 1907.

Conductor J. A. Able of Lima, Ohio, was written a letter of commendation by the superintendent for his prompt handling of a dangerous condition in his train at Cridersville, September 18th. Mr. Able entered the service as freight brakeman May 7th, 1911, and was promoted to conductor August 30th, 1913.



J. A. ABLE

WELLSTON

A few weeks ago the elevator at Frankfort, Ohio, was struck by lightning and set on fire. At the time there were five cars on the elevator track, and structure and cars would have been burned had it not been for the prompt action

of brakeman Shephard, who called several men and had cars moved away from the flames. The elevator is located only about fifty yards from the station building, and brakeman Shephard's quick work possibly prevented the fire from destroying the station building also.

Heroic action on the part of John Tomlinson, watchman at the Detroit Street crossing at Xenia, Ohio, was all that saved the life of little Delbert Mendenhall. three year old son of Mason Mendenhall. The child was with his older brother and sister, who were hurrying to cross ahead of the fast approaching passenger train, when he fell on the crossing. The older children left the child and hurried out of the way of the train. Watchman Tomlinson ran to the spot and snatched him from the tracks when the train was less than twenty yards away.

Agent R. D. Clay at Campbell is deserving of special mention for his quick action in saving bridge No. 276. About 5.00 o'clock in the morning some person reported to him that the bridge was burning. He immediately ran to the fire and by carrying water in buckets a distance of 500 yards, succeeded in holding it under control until help arrived. He confined the damage to the burning of one stringer and five ties, so that repairs could be quickly made, preventing delay to any trains.

A LIVE CONDUCTOR

ONE OF the best of the railroad magazines recently devoted an issue largely to the discussion of the subject of "How Employes can Help the Railroad Secure Business." From the responses received and published in the next issue the suggestions evidently made a hit with the men. One conductor was so impressed with the thought of how his cooperation might help his railroad that he had some business cards printed. They contained his name, his occupation of conductor, the name of his railroad and his home address on one side, and on the other the following:

"I patronize your business—when you can, please patronize the (naming his railroad)."

If this idea were adopted all over a big system like the Baltimore and Ohio it would probably get to be too much of a good thing. This, however, does not detract from the merit of this particular conductor's idea and the fine spirit of cooperation back of it.

We need not have cards printed with formal requests to our tradesmen that they give our road the preference in their own transportation and shipping, but we can drop a suggestive word here and there, and the aggregate effect of this practice if followed by any considerable number of our men would be incalculable. Tradesmen are usually reasonable. Now above all times they are anxious to get and retain your business. Throw out a hint to them.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman.*

John Hair, Motive Power Department — J. T. Campbell, Stations and Traffic.

W. McC. Bond, Maintenance of Way Dep't — Dr. E. M. Parlett, Relief Dep't Sanitation

B. C. Craig, Safety Appliances

Advisory Committee

A. Hunter Boyd, Law Department — J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

GENERAL OFFICES, BALTIMORE

The initial meeting of the Safety First Sub-Committee at the Timber Preserving Plant at Green Spring, was held on September 30th at 5.15 p. m., the object being to organize on progressive lines similar to those of other sub-committees under the jurisdiction of the General Safety Committee.

At the suggestion of acting chairman Scoville of the General Safety Committee, and with the approval of superintendent Angier, C. C. Schnatterbeck was appointed chairman. The other members of the sub-committee chosen are as follows.

C. W. Lane.....Supervisor.
P. L. Conley.....General Foreman.
E. E. Alexander.....Chief Engineer.
G. C. Conley.....Platform Foreman.
H. W. Gross.....Yard Foreman.
J. A. Peters.....Night Foreman.

The importance of this sub-committee can be better appreciated, perhaps, if it is made known that there are employed at the Timber



Miss Dorothy O'Neill.
Daughter of S. J. O'Neill, office Superintendent Timber Preservation

Preserving Plant about 100 men of different nationalities with peculiar temperaments, and generally indifferent about safe-guarding themselves against injury.

The nature of the work at the Timber Preserving Plant is conducive to frequent personal injury, and it is necessary to caution the workers to be careful in executing their duties.

Many of the minor injuries to the men are due to their reckless handling of the heavy ties in the effort to earn big money at ruling piecework rates.

The plan of the sub-committee is to investigate and recommend improvements in the existing sanitary conditions in the tie yard; to suggest means of safe-guarding tiemen and others who are exposed to personal injury while handling ties; to adopt means of protecting the boarding camp and other plant property against fire, and, on the whole, to propagate the spirit of Safety First among the employes of the Timber Preservation department.

The second meeting of this committee was held at Green Spring, on October 14th. The subjects discussed were sanitation; protection against asphyxiation of men obliged to repair the working tanks; the care taken of the mule and horse employed in the tie yard for economical reasons to draw the empty trams through the yard; the care of the standard gauge engine used in switching to and from the main line, and the problem of safe loading of cars with treated ties.

Cupid used the telephone board at the central building as his medium for a romance which culminated on October 14th, in the marriage of Miss Mary Elizabeth Kraft, chief of the telephone exchange, and Charles A. Hopwood, employed in the dispatcher's office at Camden station. Mr. Hopwood has been employed by the Company for sixteen years, and Miss Kraft had held her position for several years also.

The ceremony was performed at the rectory of St. Andrew's Catholic Church by Rev. Thomas Lannan. Harry Kraft, brother of the bride, and Frank Hopwood were the witnesses to the ceremony. The bride wore a blue traveling suit with hat to match and carried bride's roses. She is the daughter of Mr. and Mrs. George Kraft, 413 North Wolfe Street. Mr. Hopwood is the son of the late C. R. and Mrs. Charlotte Hopwood, 300 West Lanvale Street.

NEW YORK DIVISION

F. W. Nelson, Correspondent

DIVISIONAL SAFETY COMMITTEE

Station Service

J. J. Bayer.....Agent, 26th Street
A. L. Mickelsen.....Agent, Pier 7
J. T. Gorman.....Agent, Pier 21, East River
E. W. Evans.....Agent, St. George
Albert Oswald.....Foreman, Pier 22

Marine Power

Edw. Salisbury.....Assistant Terminal Agent
Edw. Sparks.....Marine Engineer
E. G. Clark.....Master of Marine

Barges

Niel Gadeberg.....Barge Captain
Henry Bull.....Barge Captain

Repairs in General

John Johns.....Master Carpenter
Nicholas Johnson.....

Sanitation

W. B. Biggs.....Agent, Pier 22

Personal Injury

E. W. Evans.....Agent, St. George
J. T. Gorman.....Agent, Pier 21, East River
Edw. Salisbury.....Assistant Terminal Agent

Loss and Damage

A. L. Mickelsen.....Agent, Pier 7
Albert Oswald.....Foreman, Pier 22
Michael Degnon.....Foreman, 26th Street

Safety Appliances

J. J. Bayer.....Agent, 26th Street
Edw. Sheehy.....Foreman, Pier 7
Albert Oswald.....Foreman, Pier 22

After a great deal of persuasion and many fruitless efforts in the past, we have at last succeeded in getting a few items of interest from one of the Broadway offices. The boys at 379 Broadway, and also those at the Produce Exchange, have been complaining that the Magazine never mentions their respective offices. This is entirely their own fault. We are not "Jack Londons" or "Richard Harding Davises" at this writing game, and in order to make a chronicle of the happenings on Broadway, it is essential that a few briefs be furnished by the respective offices. If in the future the boys will cooperate with the correspondent or A. C. Holtz, secretary of this "Kolumn," we are sure there will be no further cause for complaint. This little message goes for Pier 7, North River, Pier 21, East River, and St. George Lighterage, all of which are lax in sending in contributions.

The towboat and lightermen must also remember that they are in this family and should get in touch with us. We are certain that there are many items of interest which come to pass in their daily life along New York's waterways which would be enjoyed by all of us if published. So get together and let ye correspondent have them.

J. J. Donohue of 379 Broadway has returned from Rockaway Beach, where he spent the summer with his folks. We are wondering if he parades Greenwich village as he did the beach at Rockaway.

H. C. Spencer, the Morse exponent at 379 Broadway, has been acting rather shyly since he returned from his vacation. We understand that he met an heiress while at Lenox, Mass. We all wish him luck, but don't forget "Spence" that the dear old summer time is a great atmosphere for heiresses, nobility and "sich."

A number of the boys received promotions this month because of the creation of a new position, that of Terminal timekeeper. It is being filled by John Newman, who formerly had charge of the inbound freight department at Pier 22, North River. Mr. Newman has been in the service twenty-three years and is

considered one of the most valuable men in the office. The men extend their hearty congratulations to John and wish him every success in his new position.

Matthew Boyan, who succeeded to Mr. Newman's position in the inbound freight department, is becoming something of a financier. We understand that he is accumulating dollars so rapidly that he is considering requesting a pass to Philadelphia "to laugh at the mint."

Dame Rumor has it that another one of the boys is about to leap into the matrimonial sea. It is Charles Reilly, formerly of the claim department but who has been recently appointed chief notice clerk vice Mr. Boyan. Now that "Chubby" has received an increase we feel sure that the coming event will not be long postponed.

Tom Bradley, freight bill clerk, recently returned from a month's furlough, which was spent at Rockaway Beach, L. I. We understand that he spent his time at that resort in serving them "off the arm," and became so accustomed to his new vocation, that the term "draw two and a stack of wheats" is sweet music to his ear.

Our former co-worker, Frank J. Quayle, better known as "smiling Frank," who left us to go with the Remington people, has been home on a vacation and stopped in to see us. All hands were glad to look at his cherubic face again, for his is one of the sort that smiles awhile, with then another smile, and soon there are miles and miles of smiles, and life's worth while. Would that there were more such happy fellows. Frank is doing very well with the Remington Company, and has what appears to be a very bright future in store for him.

Charles Cornell has been promoted to inbound trace clerk. Charley seems to be quite tickled with his new position as the night shift in the westbound department did not agree with him.

Richard McKernan, our star pitcher at Pier 22, has been promoted from receiving clerk to harbor clerk.

Terminal agent Cornell has moved his office from Pier 22 to Pier 7, North River.

William Lynch, adjustment clerk at Pier 22 must have been born on Friday the 13th "as a Jonah he is twins." Hardly does he recover from one accident, when he has another. For the last few weeks he has been hobbling around on a cane, having fallen down a flight of stairs. We trust when he recovers from this last mishap, he will practice "Safety First." Prior to this latest accident, it seems that Willie had them about once a month.

Imer Kuhn has been promoted from our westbound department to lieutenant of police on the New York Division.

Anthony Massimino, cashier's clerk, has returned from his honeymoon to Niagara Falls. Through the medium of the Magazine "Tony" wishes to thank the boys for the wedding gift which was presented to him on his return home.

"Bill" Olson walked into the office one morning with what seemed to be a slight layer of soot on his upper lip. Close inspection revealed it to be one of those Jack Barrymore's. Someone was heard to remark that it was a baseball mustache—"three out, all out." Never mind, Bill, if you have nerve enough to raise it, we will have to gaze upon it.

F. W. Nelson, our Magazine correspondent and assistant cashier, is wearing that fond smile of the father of a new daughter. Both mother and baby are doing nicely. Although Fred is quite tickled over joining the ranks of the fathers at Pier 22, he maintains that he will not split 50-50 with his better half "on rocking the baby to sleep."

F. C. Afferton, rate clerk at 379 Broadway, spends two nights a week at the theatre with a certain young lady. We wonder if Frank is getting serious. But then "two swallows do not make a summer" nor do two nights a week in company with the same damsel necessarily mean a wedding.

ST. GEORGE LIGHTERAGE

The cooperative "bonus system" which has been installed at St. George is working out to the advantage of both the men and the Company.

The boys at St. George are organizing a basket ball team for the winter, and will be ready to meet any and all comers.

Robert Siegel, westbound clerk at St. George, appears to be very retiring these days. This surely cannot be attributed to any reverses on the foot-ball field, for we understand that his team has not lost a game this season.

Patrick Lucey, formerly transfer clerk at St. George, has been promoted to lighterage delivery clerk, and is proving very efficient.

Red Delany is now working the Baltimore & Ohio record in the car accounting department at St. George.

C. Blum, messenger from St. George, covers about fifteen miles every day and is apparently getting fat on such "exercise."

Frank Hegarty, assistant foreman at St. George, is on the board of registry.

William Covell, the wonderful piano player from the car accounting department at St. George, is spending his spare time in the evenings playing at one of the large cabaret shows in Perth Amboy, N. J.

Eddie Goodliffe, the night westbound man at St. George, is now from all accounts one of the leading politicians of Bayonne, N. J. We wish him success.

Joseph Young, westbound foreman at St. George, is doing well in his new job.

26th STREET STATION

Foreman Degnon is again the usual "smiling Michael." For the last month he was a genuine "Gloomy Gus" owing to Mrs. Degnon's serious illness. We are pleased to hear that she is now out of danger, and trust she will speedily recover.

It appears that the good ship Matrimony is about to take on two passengers from our fellow employes. We do not wish to go on record as being positive in this matter, but have noticed lately that J. J. Bayer, our agent, and J. Reardon, our cashier, look for the advertisements of furniture sales at the various stores in the daily papers before they turn to the sporting pages. We are putting away a small sum each day in anticipation of wedding presents in the near future.

W. J. Keene Scott, conductor, has lately returned from a visit to his son at St. Joseph, Mo. While enroute "Bill" certainly did his share to support the post office department, as he sent cards to all the boys from each and every watering station as well as all the cities. Bill says the west is "God's own country." Wonder how he would have described it had the trip been to poor Belgium.

William Leahy, delivery clerk, has returned to duty after a short but severe attack of rheumatism.

Thomas F. Lally, Jr., yardmaster, whose wonderful voice is so well known on the "West Side," is again in great demand for stags and sociables. This, in addition to his usual hard work in the interest of the "Curry Club," keeps Tom very busy evenings.

It is rumored that Richard Kavanagh, receiving clerk, may be found on Wednesday, Friday and Sunday evenings at a certain address on Park Avenue. What's her name Dick? Come, 'fess up.

A basket ball team is being organized at this station by H. Holihan, our stenographic expert. Harry has played on several fast "Fives" in Brooklyn and expects to have a nifty team from the material on hand after a little coaching. Go to it, Harry.

Herbert Newton Jamott, cashier's clerk, whose younger days were spent in the Barbadoes, B. W. I., is interested in the war news, and from present indications Herb will shortly return to England to take up arms.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*
Clifton, S. I.

Secretary, C. M. DAVIS, *Chief Clerk*
St. George, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE.....Trainmaster, Chairman
B. F. KELLY.....Assistant Trainmaster, Vice-Chairman
W. B. REDGRAVE.....Engineer Maintenance of Way
J. S. SHEAFE.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
J. B. SHARP.....Coal Agent
DR. F. DE REVERE.....Physician and Surgeon
CAPTAIN J. H. LAMBERSON.....Captain of Police
CAPTAIN C. H. KOHLER.....Superintendent of Ferries
W. J. KENNEY.....Legal Department
W. L. DRYDEN.....Supervisor of Signals
E. ALLEY.....Supervisor of Track
J. JOHNS.....Master Carpenter, M. of W. Department
H. E. SMITH.....General Foreman Passenger Department
H. W. MILLER.....General Foreman Freight Car Department
P. HELT.....Assistant Freight Car Foreman
F. PETERSON.....Supervisor of Station Service
M. O'HEARN.....General Yardmaster
S. G. EILENBERGER.....Division Operator and Chief Train Dispatcher
H. LAWRENCE.....Draughtsman, Marine Department
T. C. GAMBRILL.....Agent-Yardmaster, Arlington
D. A. MCLAUGHLIN.....Agent-Yardmaster, Cranford Junct.
M. HEFFTNER.....Shop Foreman
R. H. TAXTER.....Freight Conductor
R. E. COLLINS.....Passenger Conductor
F. E. HORAN.....Locomotive Engineer
A. ROMING.....Yard Brakeman
L. MAGEE.....Yard Brakeman

The new passenger station at Eltingville is now open for service.

A large number of maintenance of way employes attended the recent Electrical show.

A force under the direction of E. Bamber has completed the painting of A. K. bridge.

Leo Griffin, formerly of the C. R. R. of N. J., has been appointed foreman of Section 6.

A school in mechanical drawing and mathematics has been started at Clifton, for the shopmen. The men have shown their appreciation of what the Company is doing for them by sending to W. H. Averell and J. S. Sheafe, the following letter:

"As a committee for the men employed in the Baltimore & Ohio shops at Clifton, we wish to express their appreciation of your action in the arrangement of special privileges to be allowed all who wish to take advantage of the course of study arranged through the Board of Education for men who are employed here. We realize the great inconvenience to the Company in the matter of time, and also the large expense entailed, and hope sincerely that the advantages to be derived will result in increased efficiency."

The heartfelt sympathy of all goes out to the family of David Dillion, boilermaker's helper, who passed away a few weeks ago.

Charles Schadt, claim clerk in general traffic agent's office, has announced that his marriage to Miss Ida Lemon, of New York, took place in March last.

F. C. Syze, trainmaster, and wife, spent their vacation at Niagara Falls, and visiting Mr. Syze's father at Yorktown Heights, N. Y.

J. S. Fabregas, chief clerk to general superintendent, and family, spent their vacation by taking a trip over the entire System.



"WHO'S YOUR FRIEND, FRANK?"

Frank A. Giannotti, brakeman, has returned from a very enjoyable vacation of three weeks, spent in Baltimore, Washington, D. C., Cumberland, Pittsburgh, Cincinnati and Detroit. On his trip he took a number of interesting photographs in one of which he is shown with an Indian Chief at Walpole Island, Canada. The Chief is said to be 117 years old.

To All Employes:

How many of us so often scratch our fingers and hands, get the point of a pin under our finger nails, rip papers and do all sorts of damage when handling files of papers pinned together with the point of the pin left protruding? How easily all this can be avoided by a little cooperation on the part of all employes.

Don't let the point of the pin protrude.

By simply inserting the point of the pin between the papers it is prevented from scratching some brother employe's anatomy, thus preventing any chance of blood poisoning from this source. It is prevented from coming in contact with another file of papers on the top of which may be some very important document which may be destroyed by the point of the pin getting caught in it and tearing the paper when the upper file is lifted.

It is prevented from injuring our furniture; the point of a pin drawn across a desk top will not "polish" the varnish.

And there are many other advantages to be gained by placing the point of the pin within the papers. Why not adopt the plan generally?

R. M. Frey.

J. W. Turner, stationmaster, has again resumed his duties at St. George, after his vacation spent at home. He looks as if his rest cure had been very beneficial. J. H. Junius took Mr. Turner's place, and R. E. Collins acted as night stationmaster in place of Mr. Junius.

Miss Ruth Merrell, stenographer of engineer maintenance of way, spent her vacation with her relatives in Norfolk, Va.

W. B. Redgrave, engineer maintenance of way, and family, spent their vacation with relatives in Chicago.

PHILADELPHIA DIVISION

Correspondent, J. C. Richardson, *Chief Clerk*, Philadelphia

DIVISIONAL SAFETY COMMITTEE

P. C. Allen	Superintendent, Chairman
W. T. R. Hoddinott	Trainmaster, Vice-Chairman
H. M. Church	Division Engineer
T. B. Franklin	Terminal Agent
Wm. Sinnott	Master Mechanic
H. K. Hartman	Chief Train Dispatcher
F. H. Lamb	Division Claim Agent
Dr. C. W. Pence	Medical Examiner
S. M. Hoy	Assistant Yardmaster
T. L. Thomas	Master Carpenter
S. B. Keller	Signal Supervisor
W. F. Gatchell	Relief Agent
Wm. Chapman	Truck Packer
O. L. Daley	Car Inspector
George Genner	Machinist
L. N. Lucas	Road Engineer
W. S. Chambers	Yard Engineer
W. M. Gabler	Road Foreman
W. T. Church	Yard Fireman
G. A. Goslin	Yard Conductor
O. R. Mount	Yard Conductor
J. M. Christie	Road Conductor
R. W. Dill	Operator
H. H. Carver	Freight Agent
J. C. Basford	Assistant Road Foreman of Engines
R. C. Acton	Secretary
J. R. Malone	Supervisor, Havre-de-Grace, Md.

Arthur McKernan, our "energetic" pass clerk, has been promoted to stenographer to division engineer on account of the illness of P. J. Fessenden, B. & B. clerk. J. J. Gill, former stenographer, is filling Fessenden's position during his absence.

The stork recently presented H. E. Grace, our "heavy-weight" tonnage clerk, and wife with a bouncing baby boy. Harry was as much elated over this as he was over the Boston "Braves" beating the Athletics for the world's championship.

A. A. Shields, clerk in the master mechanic's office, has been granted an extended leave of absence on account of poor health.

W. S. Murphy, cashier at East Side, has been appointed assistant freight agent at that point.

R. F. Trumpe, crew dispatcher at East Side, has been appointed assistant freight agent and assistant yardmaster at Pier 62, Philadelphia. If weight is any help, "Dick" ought to be able to hold down the job.

T. E. Christine, well-known agent at Felton, Pa., made an extended trip through the west. Two places he expected to visit are Denver and Salt Lake City.

Hugh O'Neill, stationmaster, 24th and Chestnut Streets, Philadelphia, has returned to duty after an absence of several months on account of sickness.

J. H. Crothers, side wire operator in "DI" office, Philadelphia, has returned to duty after a trip through the west while on his vacation.

BALTIMORE DIVISION

Correspondent, W. H. SCHIDE, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS.....Chairman
C. A. MEWSHAW.....Vice-Chairman
T. E. STACEY.....Secretary, Y. M. C. A., Riverside
E. K. SMITH.....Secretary, Y. M. C. A., Brunswick
G. H. WINSLOW.....Secretary, Y. M. C. A., Wash. Term.
DR. E. H. MATHERS.....Medical Examiner, Camden
DR. J. A. ROBB.....Medical Examiner, Washington
R. B. BANKS.....Division Claim Agent, Baltimore, Md.
J. P. KAVANAGH.....Assistant Superintendent, Camden
E. C. SHIPLEY.....Road Foreman of Engines, Riverside
E. E. HURLOCH.....Division Operator, Camden
H. S. WILSON.....Relief Agent, Hanover
J. B. PARKS.....Yard Conductor, Curtis Bay
J. E. RIDER.....Yard Conductor, Locust Point
H. T. STEINFELT.....Yard Conductor, Camden
G. H. DICUS.....Train Baggageman, Camden
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington
W. E. SHANNON.....Transfer Agent, Brunswick
A. M. KINSTENDORFF.....Agent, Camden
J. T. A. DECK.....Engineer, Riverside
J. M. SCHMIDTMAN.....Brakeman, Bay View
J. W. SIMMONS.....Fireman, Riverside
J. G. KAIDEL.....Yard Conductor, Mt. Clare Junction
J. O. JENNINGS.....Brakeman, Brunswick
W. J. KNIGHTON.....Brakeman, Washington
J. T. MATTHEWS.....Foreman, Washington
W. I. TRENCH.....Division Engineer, Camden
A. G. ZEPP.....Supervisor, Camden
T. A. SIGAFOOSE.....Track Foreman, Brunswick
S. C. TANNER.....Master Carpenter, Camden
J. KIRKPATRICK.....Master Mechanic, Riverside
WM. A. KEYS.....Material Man, Washington
C. G. EDMONDS.....Painter Foreman, Riverside
R. H. WILLIAMS, JR.....Clerk, Bailey's
W. H. LEHNER.....Car Inspector, Camden
G. KERMIG.....Car Inspector, Camden
A. L. HIRSHAUER.....Car Inspector, Curtis Bay
R. J. DOLL.....Car Inspector, Locust Point
C. E. DAVIS.....Car Inspector, Locust Point
ED. KEENE.....Car Inspector, Locust Point
GEO. J. DIAMOND.....Airbrake Inspector, Bay View
C. W. C. SMITH.....Machinist, Brunswick
J. G. PAFFENBERGER.....Work Checker, Brunswick
W. O. WORDEN.....Car Repairman, Mt. Clare Junction



HENRY FUGMAN, DRIVER OF THE NIGHT MAIL WAGON IN BALTIMORE, WITH THE HORSE THAT NEVER LIES DOWN

Mr. Hollen, car foreman at Curtis Bay, has brought Mrs. Hollen and daughter down from Cumberland, Md., and gone to housekeeping at Curtis Bay.

Frank Jeffries, assistant foreman at Curtis Bay, did not stay long there after returning from a spell of illness. Good luck, Jeff.

Samuel Stickels has been made assistant foreman at Curtis Bay.

Harry Litchfield, shop clerk at Curtis Bay, has been contemplating a trip to New York. Look out for the big town, Harry.

Theo. Hammer, night car inspector at Curtis Bay, has returned from a trip to his home.

The stork visited the home of J. Hoffman, conductor at Locust Point, and brought twins, a boy and a girl, on the night of September 3rd. Congratulations, "Jav."

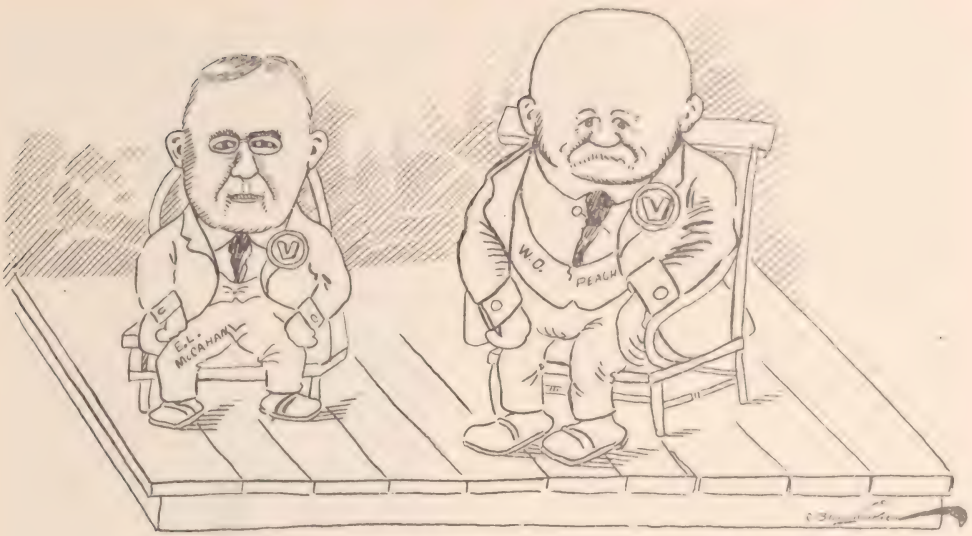
On Wednesday, September 30th, at 11.30 a. m., a fire broke out at the new paper manufacturing company across the track from Riverside. The fire was discovered by Baltimore & Ohio employes and fire marshal Edmonds with his brigade responded immediately, being there a long time before the city fire department.

Baltimore Division brakeman R. D. Merryman has returned to work after a four month leave of absence. The boys at the Y. M. C. A. all welcome Dannie.

W. C. Kinney, chief clerk to superintendent, spent a few days at the Hagerstown fair. He told the boys in the office that he saw the "balloon descension." This the boys could not understand, and asked him what he meant. He stated he did not get there in time to see it go up, but saw it coming down. The parcel post people were also talking to Mr. Kinney about having fresh eatables, and told him to get them from the country. This Mr. Kinney is doing, but he did not stop in the country; he went to the *mountains*. We are now getting fresh eggs from Grafton, W. Va. At least, it is thought they are eggs which are being received in neatly packed boxes. However these boxes may contain West Virginia coal (egg size).

WASHINGTON FREIGHT OFFICE

The question of vacations is one that looms up very prominently with most people as soon as the summer season begins to make its presence felt. This is especially true in Washington, as the majority of the population are Government employes and their contracts with Uncle Sam call for thirty days' vacation each year. For this reason the vacation germ gets loose among those who are not in Government service, and for this reason also mention is made of the handling of vacation time in the agent's office at Washington, D. C., where we believe the problem has been solved in a manner satisfactory to all concerned and also without losing a minute of the employe's time. The office force is divided into sub-departments, each of which covers a certain class of work, and in each department three or four clerks are employed. These boys are all full of the spirit of loyal brotherhood and helpfulness toward one another as well as of loyalty to the Company, and arrangements are made by which one clerk at a time from each department is able to take a few days' vacation, provided, of course, he is entitled to same by reason of length of service and other qualifications. The others pitch



THE REELECTED PRESIDENT AND VICE-PRESIDENT OF THE BALTIMORE VETERANS' ASSOCIATION

right in and divide his work among them, in order that the routine business will go along in his absence, and his vacation be not marred by finding an accumulation of work on his return. This often entails working extra hours, but it is done willingly, as each one knows that his brother clerks will help him out when his turn comes.

John J. Barnes, assistant cash clerk, recently purchased a home out in the wilds of Capitol Heights and spent his vacation cutting away the weeds and underbrush from around his house.

Cash clerk Charles E. Warfield journeyed south as far as Richmond, Va., to rest for a time. Charlie is one of our unmarried men and has made several trips to Richmond. Look out, Charlie. Southern belles are very attractive.

There must be something in the air of Richmond, Va., this past summer which lures the Washingtonians, as assistant rate clerk Karl D. Fox contemplates a trip to that city in the near future. Karl is married, so it is evidently the city itself which attracts.

Assistant cashier John H. Peak spent his vacation with relatives on a farm at Leonardtown, Md.

Car service clerk Julian White, upon his return from his vacation, with sunburned countenance, stated that he was ready to write demurrage bills as long as people want to pay them.

Chief clerk W. L. Whiting made an extended trip through New York, and Connecticut, stopping at Poughkeepsie, Rochester and Niagara Falls, N. Y., and Bridgeport, Conn. He reports that there is no change in the appearance of Niagara Falls since he was there some years ago, the same grand spectacle being still in evidence. This report is doubted, however, by delivery clerk S. E. Hardy, who has gone to Niagara Falls to prove the truth or fallacy of the chief clerk's statement. We hope Mr. Hardy will be satisfied.

General freight agent D. M. Fisher has returned from Altantic City, N. J., with a tan on his face that fully justifies all that the seaside resort claims for itself.

Mr. Fisher states that five minutes on the boardwalk will drive away troubles and dispel dull cares and recommends it as a cure for all ills. We were all glad to welcome Mr. Fisher back and to know that his trip has been of great benefit to him. Mrs. Fisher accompanied her husband and returned greatly improved in health, having benefitted by the salt water bathing.

Assistant manifest clerk W. L. Santman, spent his vacation with his father near Hagerstown, Md. All who know Mr. Santman, Sr., will be glad to hear that he is recovering from his long sickness and hopes to resume his duties as agent at Georgetown.

MT. CLARE SHOPS

Correspondent, S. E. Forwood, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

P. Connie ..... Superintendent of Shops, Chairman
H. A. Beaumont ..... Gen'l Foreman, Car Dept., Sub Chairman
S. R. Carter ..... Machinist, Erecting Shop
H. Overby ..... Machinist, Erecting Shop
J. P. Reinard ..... Fire Marshal, Axle and Blacksmith Shops and Power Plant
H. C. Yealdhall ..... Boilermaker, Boiler Shop
R. W. Chesney ..... Brass Moulder, Brass Foundry

H. E. Fountain.....Iron Moulder, Iron Foundry
J. L. Ward.....Machinist, No. 1 Machine Shop
J. O. Perin.....Machinist, No. 2 Machine Shop
H. E. Haesloop.....Tinner, Pipe, Tin and Tender Shops
Geo. R. Leilich.....Manager, Printing Department
H. H. Burns.....Car Repairman, Mt. Clare
T. H. Backendorf..Gang Foreman, Mt. Clare Middle Yard
A. F. Becker.....Painter, Mt. Clare
Jos. W. Smith....Car Builder, Passenger Car Erecting Shop
L. Beaumont.....Shop Carpenter, Cabinet Shop

Wanted: One good bowler for the Mt. Clare Bowling Team. One who can be depended upon to make an average of 75 for the season. Send all applications to W. P. Coolahan, captain, clerk, erecting shop, Mt. Clare, who will advise date of try-out.

J. C. McCaughan, chief clerk to storekeeper at Mt. Clare, who was recently married, has returned to the city with his wife and resides at No. 1403 West Fayette Street.

A. L. Miller, clerk, has finally decided to enter the ranks of matrimony and the ceremony will take place November 26th, 1914. He has always been a ladies' man and a good fellow, and we wish him joy and happiness.

Samuel George City, of this office, recently served on the jury in the Superior Court of Baltimore City and was often called upon to settle important and serious cases. His opinion was regarded very highly and since he has returned to the office, he has the bearing of the judge himself. Whenever there is a question of law, etc., the matter is referred to him.

S. T. Beckwith of this office, accompanied by M. F. Cole of the purchasing department, were present at the world's series in Philadelphia, Pa., and enjoyed the games as usual.

Paul Evans, who takes the place of A. L. Miller, has started to grow a mustache and it is our wish that he will follow in the steps taken by Mr. Miller. There is no telling.

We now have another man in the office in the person of our messenger, who has laid aside his short trousers and is arrayed in long ones. He is very proud of the change and so are we.

The accompanying picture is of the Gibbs brothers. Some catch, don't you think? John Gibbs, coppersmith, pipe shop, is on the left and Charles E. Gibbs, gang foreman in charge of plumbing and pipe fitting in the car department, on the right.





WILLIAM GARBAR

Here is the familiar face of the guardian of the Arlington Avenue gate at Mt. Clare, Wm. Garbar, who has a service record with the Company of thirty-five years, and who is always on the job.

WASHINGTON TERMINAL

G. H. Winslow, Correspondent

Pursuant to authority from the commissioners of the District of Columbia and under the provision of the Act of Congress, granting the privilege to Wm. B. Cushing Camp No. 30, Sons of Veterans, U. S. A., the United States flag was unfurled from the flag poles on the plaza in front of Union Station, Saturday, October 24th. Garrison flags were used and the program accompanying the raising was interesting. Rev. Paul Hickok made the principal address, the Engineers furnished the instrumental music, a chorus of fifty ladies sang the Star Spangled Banner and other selections, and Mr. Emil A. Lang rendered a solo "I Love the whole United States." Representatives of other patriotic, fraternal and state organizations participated in the exercises.

The gymnasium has been put in first class condition for the winter's work. The floor lines for indoor base ball, volley ball, tennis courts and running track have been retouched. The running track of sixteen laps had to be changed a little at the north end on account of a platform which has been erected there. The alcove at the south end is now separated from the rest of the gymnasium by a wire partition, and can be used without any interference from the recreative features of the larger room.

The tennis courts are regulation double courts and are used to keep the tennis players in form for the games on the outdoor courts when they can be used. The members are working for another indoor meet in the spring.

The basket ball league of the R. R. Y. M. C. A. organized for the season of 1914-1915 with the following officers: president, W. R. Moffitt; vice-president, C. J. Munch; secretary, W. F. Underwood; treasurer, O. J. Rider. The teams comprising the league, and the captains are: Auditors, C. E. Henderson; Trainmen, W. R. Moffitt; Union Station, F. E. Sullivan; Southern, J. R. Daily. C. E. Colliflower, Jr., is the official referee. With the experience and success of last season and the enthusiasm of this year, many close and interesting games will probably be played. The schedule started October 20th, and will close April 8th, the games being played Tuesday and Thursday evenings of each week.

An interested crowd of baseball fans, who were off duty, gathered in the rooms of the R. R. Y. M. C. A. each day of the world's series games and listened to the returns as they came over a special wire. The service under the direction of G. S. Nolan was excellent, each play being announced as it occurred. Naturally there were some who were greatly elated at the results while others were disappointed.

Fred W. Watson has been placed in charge of the bowling alleys in the evening. Mr. Watson has bowled with the league for several seasons, is a popular young man and courteous and attentive to business. Under his direction the bowlers will have another prosperous season.

George Walling spent part of his vacation at Buffalo and Niagara Falls and other places in the east.

Good Citizenship day was observed at the R. R. Y. M. C. A. rooms Sunday afternoon, October 18th, by a special address.

J. W. Gregory has resigned to take up scientific farming. He has been demonstrating so much ability in this line during the past summer after leaving the office that he decided that "it was the life for him."

J. W. Riddle entered the University of Michigan this fall to study for a professional career.

Roy H. Case is taking an evening course in chemistry in the McKinley Manual Training school.

CUMBERLAND DIVISION

Correspondents

W. C. Montignani, *Y. M. C. A. Secretary* Cumberland
H. H. Summers, South Cumberland
T. F. Shaffer, North Cumberland
W. L. Stephens, Martinsburg
E. H. Ravenscraft, Keyser

DIVISIONAL SAFETY COMMITTEE

J. W. Kelly, Jr. ..... Superintendent, Chairman
W. X. Trapnell ..... Assistant Superintendent, Vice-Chairman
J. W. Deneen ..... Trainmaster, Vice-Chairman
H. C. McAdams ..... Terminal Trainmaster
T. F. Shaffer ..... Secretary to Superintendent, Secretary
W. C. Montignani ..... Secretary, Y. M. C. A.
O. S. W. Fazenbaker ..... Chief Clerk, Trainmaster, Secretary
I. S. Sponseller ..... Supervisor
F. A. Taylor ..... Master Carpenter
E. P. Welshonce ..... Trainmaster
M. A. Carney ..... Road Foreman of Engines
L. J. Wilmoth ..... Road Foreman of Engines
T. R. Stewart ..... Master Mechanic
D. H. Watson ..... Assistant Master Mechanic
W. W. Calder ..... General Car Foreman
P. Petri ..... Division Engineer
J. G. Lester ..... Signal Supervisor
W. H. Linn ..... General Yardmaster
V. P. Dugan ..... Assistant Division Engineer
G. R. Bramble ..... Agent
W. D. Strouse ..... Agent
A. Erdman ..... Coal Billing Agent
J. M. Davis ..... Agent
H. P. Stuck ..... Agent
C. A. Fleegle ..... Agent
W. V. Farrell ..... Agent
J. Z. Ferrell ..... Agent
H. R. Coole ..... Agent
Z. D. Hensell ..... Agent
J. C. Tonry ..... Agent
W. S. Harig ..... Division Claim Agent
J. W. Martin ..... Relief Agent
E. C. Drawbaugh ..... Division Operator
Dr. J. A. Doerner ..... Medical Examiner
Dr. E. A. Raphel ..... Medical Examiner
Dr. F. H. D. Biser ..... Medical Examiner
H. E. Norris ..... Conductor
A. Y. Wilson ..... Machinist
H. Rupenthal ..... Engineer
G. W. Mercer ..... Conductor
J. M. Phillips ..... Conductor
W. B. Tansill ..... Car Inspector
O. E. Spotts ..... Machinist
L. A. Rizer ..... Brakeman
A. N. Jeffries ..... Operator
E. Lowery ..... Conductor
W. H. Broom ..... Wreckmaster

Mrs. Wm. C. Montignani, wife of secretary Montignani, who has been ill for some time, is now able to be out.

The mechanical drawing class which has been organized in the Baltimore & Ohio Y. M. C. A. for the apprentices in the shops, is being greatly appreciated by the boys, who are doing splendidly for the length of time they have been at it.

The Y. M. C. A. secretaries on the Baltimore & Ohio System met in Baltimore on the 16th of October for a conference. Many interesting subjects for the future advancement of the work of the Y. M. C. A.'s were discussed. The secretaries appreciate the courtesies shown them by the officials, and the manner in which they took care of them and provided a meeting place for them in the general offices. During the conference, general manager Galloway, although extremely busy, took time enough to drop in at the meeting. He gave an interesting talk to the secretaries, manifesting his interest in the work of the association. Mr. Galloway also made some very helpful suggestions. H. O. Williams, international secretary, of the Railroad Department, presided at the meeting.

The following changes have taken place on the east end of our division: W. E. Yarnall, chief clerk to superintendent, promoted to assistant trainmaster, east end; G. A. McGinn made chief clerk; T. F. Shaffer, car distributor; R. L. Ketzner, assistant chief clerk; T. R. Rees, secretary to superintendent; S. P. Burnes, clerk



NUMBER ONE

to trainmaster. These changes were brought about by terminal trainmaster H. C. McAdams accepting service with the government as hours of service inspector, and the resignation of C. L. Connell as car distributor, to accept a position with the United Coal Co. at Tunnelton, W. Va.

Mr. McAdams is now located at Atlanta, Ga., having jurisdiction over six states. We have



NUMBER TWO

heard from him since he left, and he likes his work. We were sorry to lose him, he was sorry to leave us; but he left with our best wishes for his success in his new field, and there is no doubt but that he will make good. He is a first class railroad man, having had considerable experience, and being strictly honest in all his dealings. Good luck to him.

T. R. Rees, secretary to superintendent, and J. E. Barnhart, maintenance of way timekeeper,



NUMBER THREE

spent their vacations together, going to Baltimore, then to New York, via Norfolk, Va., by boat, and then to Atlantic City. Mr. H. W. Frey, chief clerk to the general manager of New York Dock Co., showed them the sights of the city. Barney and Tom claim that when you don't live in New York, you are only camping out.

W. T. Hughes, assistant division engineer, has been in charge of the Magnolia Cut-off on the east end, the construction company having turned it over to us.



NUMBER FOUR

On September 28th, a special car, No. 1362, in charge of Dr. E. V. Milholland of the medical department, started over the Cumberland Division for the purpose of examining operators and levermen on sight, hearing and color.



NUMBER FIVE



NUMBER SIX

. Doctors Biser and Norris and division operator Drawbaugh accompanied the car over their respective territories.

One hundred and eighty-seven men were examined on the Cumberland Division.

Car No. 1362 was handled by engine No. 817, conductor Harper and engineer Kelly, Harper's Ferry to Cumberland; conductor Watkins and engineer Gift, Cumberland to Grafton and return to Cumberland. Stops were made at all telegraph offices and towers and at intermediate stations where operators reside.

While laying at Rawlings for 2nd No. 71 to pass, the train was photographed; see photograph No. 1 with engineer J. T. Gift to the left.



NUMBER SEVEN

fireman W. A. Apperson next, and conductor J. P. Watkins on the right.

About that time Dr. Milholland and Dr. Norris appeared in the car door to see what was going on and they were promptly snapped as shown in No. 2, Dr. Milholland on the left and Dr. Norris on the right.

While laying at Terra Alta for No. 55, another picture, No. 3, was taken.

On the westward trip examinations were stopped at Tunnelton, on account of darkness and the car run east from Grafton the following morning October 1st, to complete them.

Coming down the Cheat River grade the fog was heavy, but an attempt was made to photograph the flower garden, with result shown in picture No. 4.

At Rowlesburg, while taking water, engineer Gift oiled his engine before starting up Cranberry grade. He can be seen in picture No. 5.

McMillan tower was photographed as the train passed with the rather good results, shown in picture No. 6.

While waiting at Rodemer for No. 6 to clear the block, another picture was taken of the train. See picture No. 7.

Flagman C. A. Sell was also photographed while the train stood at Rodemer. He was on his way back to flag in accordance with Rule 99, as you will see in picture No. 8.

A stop was made at Keyser, and while standing at that point one of the new engines, No. 6006, went up in the yard to pick up a caboose. As shown in picture No. 9, it made a great contrast to the special's engine, which arrived in Cumberland on the afternoon of October 1st, and moved over Connellsville Division October 2nd enroute to other divisions on the System.



NUMBER EIGHT

MARTINSBURG

The arrival of a baby girl at the home of engineer Howard Harper is the chief theme of that popular engineer's conversation nowadays

Edgar Schadd of the carpenter shop is the proud father of a baby girl, born September 22nd. Jack can build a hand-car of another type now; he will need it.



NUMBER NINE

The stork remembered the yard force last month by leaving a baby boy at the home of yardmaster Chel—engine and cars at the road, floorwalker at home. Busy season ahead for the yardmaster.

George E. Tansill of Brunswick, Md., an employe of the Baltimore & Ohio, and Miss Minter Viola Webber of this city, were married in Winchester, Va., on September 17th. The young couple will make their home in Brunswick, at which point the groom is employed.

Ralph D. Morris of Maryland, a telegraph operator with the Baltimore & Ohio, and Miss Inez Myers of this city, were married at the Christian Church parsonage, on September 19th. Mr. and Mrs. Morris will reside in Old Town, Md., where Mr. Morris is employed.

Miss Mary Rebecca Brenner, the seventeen year old daughter of Mr. and Mrs. Calvin C. Brenner, died at her home in this city after a long illness. The funeral services at the late home were conducted by Rev. A. M. Gluck, pastor of Christ Reformed Church, of which the deceased was a member. Miss Brenner was a popular young lady and a large gathering of her friends attended the funeral services. Calvin Brenner has been an employe of the Baltimore & Ohio for many years and the sympathy of his fellow workmen is extended to him and Mrs. Brenner in this sad hour.

SHENANDOAH DIVISION

Correspondent J. L. Maphis

DIVISIONAL SAFETY COMMITTEE

S. A. Jordan.....Superintendent, Chairman
Dr. J. F. Ward.....Medical Examiner
H. F. Houser.....Road Foreman of Engines
E. D. Calvert.....Supervisor
S. J. Lichliter.....Supervisor
J. A. Roeder.....Engineer
C. R. Donovan.....Brakeman

On September 21st, a Board of Trade was organized at Charles Town, W. Va. Among other prominent speakers was H. O. Hartzell, assistant general industrial agent of our Company. Mr. Hartzell is well known in the Valley, he having been traveling freight agent in this territory. His address was very much enjoyed. D. H. Street, traveling freight agent, was also present.

The following changes have been made in agents on the Shenandoah Division: E. E. Baker transferred from Summit Point, W. Va., to Strasburg Junction, Va., vice C. W. Spengler, on leave. F. W. Snyder appointed acting agent at Summit Point, W. Va., vice E. E. Baker, transferred. O. L. Marks appointed agent at Cave Station, Va., vice T. C. Lindamood, who goes on extra list. W. B. Smith is appointed agent at Kernstown, Va., vice A. Crisman, resigned.

We are glad to learn that agent and operator E. E. Rogers of Middletown, Va., who has been off on account of sickness, is improving and expects to resume duty soon.

The apple crop in the Valley of Virginia is very heavy this year and of very fine quality. The storage capacity has been taken up and a great many of them are being shipped to New York for export.

The many friends of brakeman J. J. Kain, who has been on the injured list, are glad to learn that he is improving.

Operator and clerk J. R. Darlington has resumed duty at Strasburg Junction, Va., after having enjoyed his vacation visiting New York and the eastern cities.

W. R. Askew, division freight agent, was a visitor on the Division October 8th, looking after the large shipments of apples which are now moving.

H. F. Houser attended a meeting of the road foremen of engines in Chicago during September

Fireman C. C. Athey, who underwent a surgical operation, is very much improved.

The friends of brakeman E. C. Wilfong regret to learn of his serious illness.

G. S. McGrone and wife, stenographer to superintendent, spent Sunday, October 18th, in Baltimore visiting friends and relatives.

MONONGAH DIVISION

Correspondent, C. L. Ford, *Assistant Chief Clerk*, Grafton

DIVISIONAL SAFETY COMMITTEE

J. M. Scott.....Superintendent, Chairman, Grafton
E. T. Brown.....Division Engineer, Grafton
M. H. Oakes.....Master Mechanic, Grafton
E. D. Griffin.....Trainmaster, Grafton
T. K. Faherty.....Road Foreman, Grafton
Dr. E. A. Fleetwood.....Clarksburg
M. F. Green.....Division Operator, Grafton
Dr. C. A. Sinsel.....Medical Examiner, Grafton
W. T. Hopke.....Master Carpenter, Grafton
J. D. Anthony.....Division Agent, Grafton
W. H. Welsh.....Signal Supervisor, Grafton
M. B. Nuzum.....General Yardmaster, Grafton
W. O. Bolin.....General Car Foreman, Grafton
W. N. Malone.....Supervisor, Grafton
J. O. Martin.....Claim Agent, Grafton
A. E. Malone.....Machinist, Weston
C. F. Zimmer.....Night Foreman, W. Va. & P. Jct.
P. B. Phinney.....Agent, Grafton
S. H. Wells.....Agent, Clarksburg
B. Thompson.....Agent, Fairmont
R. R. Hale.....Agent, Weston
M. M. Morrison.....Section Foreman, Bridgeport
W. P. Clark.....Machinist Grafton
R. G. Burnup.....Machinist, Fairmont
F. Price.....Assistant Car Foreman, Fairmont
G. M. Shaw.....Engineer, Fairmont
C. E. Hardman.....Engineer, Weston
J. E. Bennett.....Fireman, Grafton
C. A. Michael.....Yard Fireman, Grafton
W. R. Williams.....Yard Conductor, Grafton
N. D. Rice.....Brakeman, Grafton
C. R. Hughes.....Warehouse Foreman, Clarksburg
E. E. Newlon.....Carpenter, Grafton
W. C. Barnes.....Assistant Shop Clerk, Secretary, Grafton

J. D. Anthony, assistant chief clerk in charge of agents, has been promoted to agent at Fairmont, W. Va., succeeding Bailey Thompson, furloughed.

G. H. Turner, formerly agent at Camden-on-Gauley, has been promoted to assistant chief clerk in charge of agents, vice J. D. Anthony.

G. C. Taylor, agent from Cranberry, goes to Camden-on-Gauley to succeed G. H. Turner.

J. S. Rader, formerly of Curtin, W. Va., goes to Heater, W. Va., succeeding K. O. Wade.



CONDUCTOR S. F. "DUTCH" MILSTEAD
of Clarksburg and his "Little" Family

Extra agents Shinn and Gross are now at Cranberry and Curtin respectively.

Agent J. O. Bridge has returned to Holly Junction after a two weeks' vacation, being relieved by relief agent A. McCoy.

A. R. Weston, formerly of the timekeeper's office, has been promoted to extra agent and is now relieving agent at Wilsonburg.

Night chief dispatcher Robey has been off on a few days' vacation on account of a much needed rest. His place was filled by J. P. Dorsey.

A. L. Parker at Erbacon is more contented now since Mrs. Parker has been with him.

W. C. Barnes, assistant shop clerk, and wife have been spending a ten days' vacation at Deerfield, Kansas.

E. T. Brown, division engineer, and wife spent a three weeks' vacation at Mr. Brown's old home in Little Rock, Arkansas.

J. A. Pitman, supervisor on the West Virginia and Pittsburgh, who has been ill for a month and a half, is improving slowly. L. T. Wilfong is acting in Mr. Pitman's place.

W. McDonough, extra gang foreman, has been promoted to supervisor, west end of Parkersburg Branch, succeeding W. E. Payne, who resigned October 1st.

W. N. Malone, supervisor on G. & B. District, was hurt in an accident, October 7th, and is improving slowly. Robert Pitman of Belington is acting supervisor in his place.

F. J. Patton, chief clerk, spent two days of his vacation in Philadelphia, Pa., rooting for the "bean-eaters."

A. T. Cline, an old Company employe, who died at Grafton on October 25th, was born March 10 h, 1845. When he was only fifteen years of age he entered our telegraph service at Mount Airy, Md. In 1861 he was made operator and worked at various offices along the Baltimore & Ohio during the first three years of the Civil War.

During these early days of the war Mr. Cline had some very exciting experiences as a result of the friction between the forces of the North and South. He was taken prisoner on one occasion at Sir Johns Run and was taken to Martinsburg, where he was placed in prison. However, he soon made his escape, and was hidden for a time in the cellar of a house owned by a Miss Hess. He later returned to Sir Johns Run and hid in the woods near there until he could reach some of his friends.

Mr. Cline went to Grafton in 1863 and married Miss Elizabeth Hall Hammond on December 5th, 1865. To this union, ten children were born, five of them being girls and an equal number boys.

Serving continuously in the telegraph service Mr. Cline was made division operator April 10th, 1870, and continued to do excellent work. In June, 1895, he was made manager of the Grafton office, this making him head of both the Western Union and the Company lines, as the office is



THE LATE A. T. CLINE

a joint one. He held this position up until the time of his death and his long and faithful service is a record to which he might have pointed with great pride. He practically built the telegraph lines from Cumberland to Grafton.

Mr. Cline served in the capacity of telegrapher in Grafton for forty-nine years, and had altogether been in the service for fifty-three years, possibly the longest record of any man in West Virginia. This period of service was continuous and he practically never took a vacation or the day or two of rest that he would have been permitted.

The pallbearers at the funeral, all members of his own office force, were as follows: J. C. Newham, C. E. Hostler, J. W. Kinney, C. F. Schroeder, F. W. Knight and J. C. Shives.



ELIZABETH JANE
Daughter of Brakeman Charles B. Helwick, Clarksburg

F. White, the popular tonnage clerk of the superintendent's office, recently married. He looks mighty happy.

C. M. Baker, extra operator, goes to Cornwallis as agent, vice A. R. Payne, to Walker, W. Va.

S. T. Cantrell has been appointed assistant superintendent of the Monongah Division of the Baltimore and Ohio Railroad, with headquarters at Grafton, W. Va., the appointment taking effect November 1st. Mr. Cantrell was promoted from supervisor of transportation and the new position was created to extend official supervision on the Monongah Division.

Mr. Cantrell was born at Fredonia, Kansas, January 12, 1876, and his railroad career, prior to entering the service of the Baltimore & Ohio Railroad, was spent with the St. Louis & San Francisco Railroad. He started as a telegraph operator, later became a yardmaster, trainmaster, assistant superintendent and superintendent with the Frisco.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*
Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. Green.....Superintendent, Chairman, Wheeling
C. H. Bonnesen.....Trainmaster
G. F. Eberly.....Division Engineer
J. Bleasdale.....Master Mechanic
M. B. Rickey.....Division Operator
W. F. Ross.....Road Foreman of Engines
M. C. Smith.....Claim Agent, Wheeling
C. M. Criswell.....Agent, Wheeling
J. H. Kellar.....Relief Agent, Wheeling
Dr. C. E. Pratt.....Medical Examiner, Wheeling
Dr. J. E. Hurley.....Medical Examiner, Benwood
E. L. Parker.....Conductor
F. A. Haggerty.....Operator
O. A. Van Fossen.....Car Inspector, Holloway
E. S. Williams.....Machinist, Holloway
W. Gandy.....Car Repairman, Benwood
S. Sloan.....Shopman, Cameron
A. Dixon.....Engineer, Benwood (Yard)
T. H. Brewster.....Conductor, Benwood (Yard)
P. McCann.....Fireman, Benwood
E. Wilkinson.....Agent
E. M. Pomeroy.....Agent
G. Adlesberger.....Car Foreman
L. M. Collins.....Car Foreman
L. B. Kemm.....Master Carpenter
J. T. Coyne.....Section Foreman
L. D. McCollough.....Track Supervisor
H. Haggerty.....Track Supervisor
P. Murtaugh.....Track Supervisor
T. C. Stonecipher.....Track Supervisor
D. Pierce.....Signal Supervisor

A number of changes have been made at Wheeling. The office which has been occupied by the car distributor was made part of the timekeeper's office and the car distributor now occupies the office formerly occupied by the car record office, which is now located in the general yardmaster's office at Benwood. These changes will give us more room all around.

J. F. Jewell, file clerk in the superintendent's office, has been transferred to the timekeeper's office and is succeeded by Cornelius Donovan, formerly file clerk to the general superintendent at Wheeling. John Stromp, former billing clerk at the local freight house, succeeds Donovan as file clerk to Mr. Williams.

We were all sorry to learn of the serious accident which occurred to conductor O. S. Davenport at Underwood on September 20th. Mr. Davenport suffered the loss of a limb while conducting his train through the north siding. That he may have a speedy recovery is the wish of all his friends.

J. H. McAllister, secretary to superintendent at Wheeling, has returned after a very pleasant two weeks' vacation spent in Baltimore and at other points of interest.

W. M. Higgins, assistant division engineer at Wheeling, has resigned to accept a similar position with his father-in-law, a bridge contractor.

Quite a serious misfortune is reported to have happened to James Flynn, stenographer to division engineer Eberly, at Wheeling. Jim left Wheeling for his vacation on train No. 105 on a beautiful Saturday night enroute to Kansas City, but long before he reached there, found that someone had lifted his pocket book and

pass. He was hat checked to the point he desired to go but on getting from the train he found himself alone in a great city minus his pass and purse. Jim was discouraged. He had a date that night with a young lady, and did not know how to get out of it. Fortunately he had relatives in Kansas City and after spending the day with them he succeeded in borrowing five dollars. Hiring an automobile he started out for an evening's enjoyment, but alas! he was arrested for speeding and found himself in the hole again. For a second time his relatives came to his assistance by paying his fine and releasing him from the bonds of the law. Jim wired to Wheeling for another pass, which was sent him, but misfortune carried it astray and it did not reach him. He got back to Wheeling at the expiration of his vacation period but we don't understand how he did so (perhaps he took a freight).

J. Cunningham, stenographer to G. Y. M. Davis, and C. Landers, chief clerk to G. Y. M. Davis, have returned to duty after short vacations.

E. J. Deusch, timekeeper maintenance of way Wheeling office, acted as chief clerk to division engineer during the absence of chief clerk Villers.

Lampman Michael Hopkins and wife of Glover Gap have returned home after quite an extensive visit through Canada for the benefit of the former's health. Mr. Hopkins is a hay fever victim and has quite a serious time each autumn.

Passenger conductor Ed. Kemple has moved from Benwood to Wheeling in order to be closer to his work.

The little daughter of conductor O. S. Davenport was struck by an automobile, and while painfully hurt, was not seriously injured.

Extra conductor G. H. Hamilton is able to be out after a seven weeks' tussle with typhoid.

Section foreman T. B. Nixon of Benton Ferry has joined the benedicts. We did not learn the name of the lucky bride.

Supervisors Murtaugh and Hagerty are putting in new rails on the hills and are hustling to close the work before cold weather. When this work is completed the main line of Wheeling Division will be in first class condition.

Assistant chief medical examiner Dr. E. V. Milholland of Baltimore, and Dr. J. E. Hurley, medical examiner of Benwood, accompanied by division operator M. B. Rickey, have just completed a tour of the Wheeling Division, making a physical examination of all telegraph operators. They had special car No. 1362, which was well equipped for such service, having sleeping apartments so that they could tie up at any point on the line when darkness overtook them.

Their train was in charge of conductor T. W. Johnson, brakeman A. M. Efaw, engineman F. S. Buskirk, fireman W. J. Gillingham, with engine No. 305. This crew remained with the party over the entire division.

OHIO RIVER DIVISION

Correspondent. J. H. Oatey, *Y. M. C. A. Secretary,* Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. Bryan.....Superintendent, Chairman
S. P. Riffle.....Yardman, Parkersburg
R. T. Everett.....Yardman, Huntington
J. W. Matheny.....Engineer
C. C. Mader.....Fireman
J. P. Duval.....Conductor
C. F. Branham.....Brakeman
W. A. Butcher.....Shopman, Car Department
J. W. Bohn.....Machinist
J. K. Cromley.....Agent, Ravenswood
J. G. Umpleby.....Agent, Sistersville
H. M. McPherson.....Platform Foreman, Parkersburg
J. J. Flaherty.....Platform Foreman, Huntington
H. G. Bailey.....Yard Track Foreman
Grant Haven.....Tin and Pipe Shop Foreman
P. J. Moran.....Yardman, Parkersburg
L. W. Strayer.....Maintenance of Way
W. E. Kennedy.....Claim Department
A. J. Bossyns.....Relief Department
J. H. Oatey.....Y. M. C. A.
C. F. Casper..Chief Train Dispatcher and Division Operator
S. S. Johnson.....Supervisor
G. M. Bryan.....Supervisor
Jno. Landers.....Supervisor
F. P. Coe.....Master Carpenter
J. S. Echols.....Chief Clerk to Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington
F. H. Magalis.....Yardmaster
F. A. Carpenter.....General Yardmaster
F. C. Moran.....Trainmaster
L. M. Sorrell.....Road Foreman of Engines
L. E. Haislip.....Division Engineer
J. T. Luscombe.....Division Master Mechanic
H. E. Pursell.....Relief Agent



GWENDOLYN ELOISE
Daughter of Conductor J. W. Matheny

The accompanying picture is of the little daughter of engineer J. W. Matheny, safety committeeman. Her name is Gwendolyn Eloise Matheny, and she is four years old.

Every time her father is called he gets his orders from her. They read: "Don't forget, father, to be safe and good and come back to mamma and me. We are always lonesome without you."



"THOROUGHBREDS"

This picture is of the granddaughter of supervisor G. M. Bryan of Ravenswood, Kathelyn, holding his very valuable rip-rap pointer "Pearl." Mr. Bryan boasts that this is the best bird dog in the United States. The picture was taken near Mr. Bryan's house, as his granddaughter was out playing with her doll baby and teddy bear. The picture might well be entitled "two thoroughbreds," for seldom do we see a sweeter-faced girl than Miss Kathelyn.

The death of J. H. Shields, a well known employe, occurred at the family home at No. 1719 Beaver Street. Mr. Shields was fifty-three years old and had been in the service of the Company for twenty-one years.

He was honest and conscientious about his duties and had the esteem of all who knew him. His death is sincerely regretted. He was born in Meigs County, Ohio, in 1861 and moved to Parkersburg seventeen years ago. He is survived by his widow and two children, Okey E. Shields of Wierton and Mrs. Guy Kelly of Parkersburg.

About two months ago, shopman Walter Conley sustained a very serious injury to one eye, when it was struck by a sliver of steel. He was sent to Johns Hopkins Hospital at Baltimore for treatment, and remained there some time under the charge of a skilled physician, there being some hope that the sight might be saved. However, after a time, he was told that nothing further could be done there and he has returned home.

Recently it was feared that the other eye would become affected through sympathy and it was determined to remove the injured eye by enucleation. This operation was performed at St. Joseph's hospital. Mr. Conley was able to go to his home, but he will be confined to the house for some time.

Charles Deem, who recently had his back badly hurt while at work in the yards, has recovered.

The accompanying photograph is of the step-son of fireman F. G. Burge. He is holding a bunch of one of the varieties of cow-peas, with which Mr. Burge has had great success in his garden, the average length of the pods having been twenty-eight inches.

When Mr. Burge entered the service of the Company in 1910, he did not own his home, but he determined to have one and by steady work as a fireman he secured enough money to buy through the Relief Department, and is now enjoying the comforts of home life. Mr. Burge is well thought of on the division and is a very industrious and creditable employe of the Company.



LARGE PEAS GROWN BY F. G. BURGE

The Engineer above the the B. & O. Safety First is W. S. Gillette, of the B. & O. Below is Engineer George Eno, of the Chicago-Denver Limited, of the Burlington Route. Both have carried Hamilton Watches for years with perfect satisfaction.



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Write for the Hamilton Watch Book—"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

Hamilton Watch Company, Lancaster, Pennsylvania

Master Builders of Accurate Timepieces



OHIO RIVER AND GENERAL SAFETY COMMITTEES AT PARKERSBURG



YARD ENGINE No. 1652

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent,* Cleveland
E. LEDERER, *Secretary,* Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER.....Superintendent, Chairman
M. H. BROUGHTON.....Ass't Superintendent, Vice-Chairman
E. LEDERER.....Secretary
J. E. FAHY.....Trainmaster
J. A. ANDERSON.....Master Mechanic
H. H. HARSH.....Division Engineer
P. C. LOUX.....Road Foreman of Engines
W. J. HEAD.....A. R. F. E. & A. T. M.
E. G. LOWERY.....Assistant Road Foreman of Engines
G. W. RISTINE.....Assistant Road Foreman of Engines
E. M. HEATON.....Division Operator
J. FITZGERALD.....Assistant Trainmaster
C. H. LEE.....A. T. M. & G. Y. M.
F. J. HESS.....Chief Dispatcher
C. H. RICHARDS.....Night Chief Dispatcher
R. D. SYKES.....Medical Examiner
J. J. McGARRELL.....Medical Examiner
G. J. MAISCH.....Claim Agent
A. J. BELL.....Terminal Agent, Cleveland, O
C. E. PIERCE.....Terminal Agent, Lorain, O.
J. J. HERLIHY.....General Foreman, Cleveland, O.
J. A. SUBJECK.....General Foreman, Lorain, O.
O. BENDER.....Foreman, Steel Car Dep't, Lorain, O.
B. J. WATERSON.....Yard Foreman, Canton, O.
J. T. McILWAIN.....Master Carpenter
M. B. GARRELL.....Locomotive Foreman, Akron Jct., O.
R. W. BAIR.....Engineer, Lorain, O.
H. H. BEARD.....Assistant Yardmaster, Lorain, O.
J. H. MILLER.....Agent, Strasburg, O.
J. CLINE.....Assistant Yardmaster, Cleveland, O.
O. P. EICHELBERGER..Assistant Yardmaster, Akron Jct., O.
F. H. GARRETT.....Foreman, Akron Freight Station
G. A. ARGANBRIGHT.....Supervisor, Massillon, O.
O. F. MURRAY.....Relief Agent
C. H. ROTHGERY.....Assistant Storekeeper, Cleveland, O.
H. LYNCH.....Engineer, Cleveland, O.
S. L. McCUTCHIN.....Conductor, Cleveland, O.
S. L. ALLEN.....Car Inspector, Canal Dover, O.
C. H. JAMES.....Brakeman, Canton, O.
A. C. GALEAZ.....Fireman, Lorain, O.

The accompanying photograph is of crew of yard engine No. 1652, which is used in switching at Otis Steel Co. The crew, reading from left to right, are C. N. Whitacre, conductor; F. E. Varnes, fireman; J. Miles, engineer (leaning on steam chest); A. H. Harding, brakeman, and J. M. Buyansky, brakeman.

A wedding of unusual interest, due to the fact that the contracting parties are among Lorain's most prominent and popular residents, occurred in Elyria on Saturday, October 10th, 1914, when Miss Margaret Gunn, eldest daughter of Mrs. Mary B. Gunn, and the late Robert Gunn, of Hamilton Avenue, became the bride of J. A. Anderson, also of this city, and master mechanic of the Baltimore & Ohio shops.

Mrs. Anderson is one of Lorain's most talented young women. She is a musician of rare ability and until recently has been employed as pianist at the American Theater, Elyria. She has a wide circle of friends in this city who will be surprised to hear of her marriage.

Mr. Anderson is employed as master mechanic at the Baltimore & Ohio. He has made many friends since his residence in Lorain.

The superintendent has recently been sending out bulletins comparing personal injury lists for succeeding months and urging greater cooperation among all employes along "Safety" lines.

Another bulletin sent out by the superintendent to all agents reads, viz.:

It has been noticed on several occasions that station men, especially baggage and express men, are smoking while attending to passenger trains.

It is not desirable for station employes to smoke while on duty, especially when selling tickets, checking or handling baggage or otherwise engaged in serving patrons and conducting the station work.

Won't you kindly have this understood by all concerned.

Emil Schonberger, formerly in road foreman's office at Lorain, has been transferred to Cleveland as assistant time clerk in maintenance of way department. He'll soon be educated.

Of all sad words,
In this world of ours,
The saddest are,
"Before Sixteen Hours."
—D. B. R. Lucas, *Train Dispatcher.*

Of all glad words,
That makes them grin,
Are just these four,
"They just made in."
—E. L.

On October 5th, Mrs. Malloy, janitress at Cleveland passenger station, picked up a pocketbook containing a sum of money and other papers, which she promptly returned to the owner. We knew that she was very honest when she said that it would hurt her conscience to keep it. Surely the Germans are a great race.

The accompanying photograph is of yard brakeman J. R. Tinsler and a miniature pacific type engine which he has made during his spare time. This locomotive is perfect in every particular and can either be run by steam or by compressed air.

The engine and tender combined are only 16 inches long; cylinders are ½ inch stroke, and 13/32 inches in diameter; driving wheels are 1¼ inches in diameter; pony trucks 9/32 inch; trailer wheels ¾ inch.

BOILER

Working pressure	30 lbs.
Outside diameter, first ring	1-7/16"
Firebox	1¾" in length and 1⅜" in width
There are 12 tubes, ⅛" in diameter; length is 4¾"	
Clearance above rail	3⅛"
Driving wheel base	2⅞"
Total wheel base	7⅛"



J. R. TINSLER AND HIS ENGINE

A pump placed just between the frame and just back of the cylinder saddle is driven by a center crank from the main axle. This takes water from the tank and keeps boiler supplied.

Denatured alcohol is used for fuel and it flows by gravity from the tank to the fire box where it burns on an especially constructed wick, making plenty of steam to operate the engine.

Engine is also equipped with headlight and whistle, both of which operate.

Mr. Tinsler is a stationary engineman but has had no experience as a machinist. The engine is only one of many ingenious mechanical toys he has constructed. He has been in the service

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You Can't Fail—
if you have vigor of body and the power of mind that goes with it.

You Can't Succeed—
if your body is weak and ailing and despondent with the worry of the incomplete man.

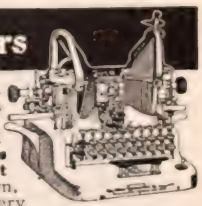
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whose own body is the most perfect in the world and who has perfected more human bodies than any other living man.

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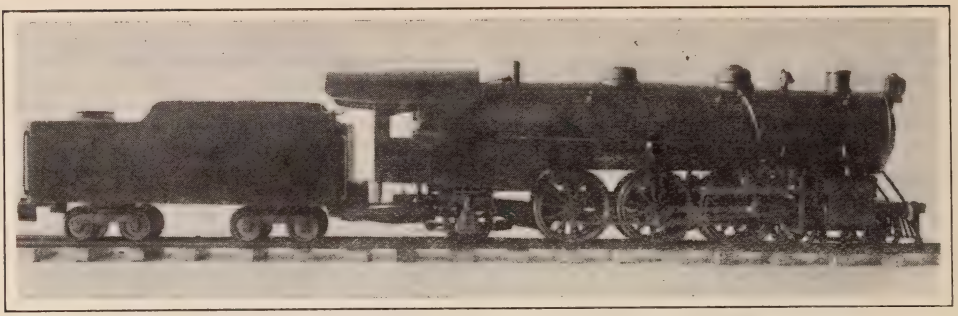


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at Lorain as yard brakeman since September, 1911, and was promoted to extra conductor on November 2d, 1913.

Brakeman F. V. Brecount, who generally is very communicative became suddenly quiet on the 12th of October, and made himself scarce around Lorain yard office. We learn that he was married on the 13th, but he refuses to divulge the young lady's name. We extend our congratulations. Perhaps Brec will have someone else to talk to now when he reaches Lorain, and will not be seen about the yard as much as formerly.

On October 15th, yard brakeman P. W. Scott had his arm taken off at Lorain car dump. He has been a very faithful employe and has the sympathy of everyone on the division.

Mrs. Graynell, our matron at Cleveland passenger station, has been off for ten days because of sickness. Mrs. G. Stelzer, wife of baggage porter at Cleveland, is taking her place.

J. E. Fahy, trainmaster, has been away. He claims the climate around Rattoon is great. We don't. We haven't been there. This is the first vacation Mr. Fahy has taken in many years, and he certainly enjoyed himself.

Effective September 22d, 1914, O. E. Hudson was appointed roundhouse foreman at Cleveland.

The employes of the Cleveland Division wish to extend their sincere sympathy to G. W. Ristine, who lost his father in an automobile accident.

The enclosed photograph is one of the subway now under construction under our main tracks and switching lead at outbound yard, 28th Street, Lorain. This work will be completed about the end of November and will eliminate one of the most dangerous grade crossings in the city. The street car line which now crosses our tracks at 21st Street will be diverted to 28th Street, thereby doing away with the possibility of accident at 21st Street. The consideration is over $89,000.00, which is shared equally by the city and the Baltimore & Ohio Railroad Co.

There is no larger monument in the city to Safety First than this piece of work.



SUBWAY UNDER 28th STREET, LORAIN, OHIO

NEWARK DIVISION

Correspondent, T. J. Daly, Newark

DIVISIONAL SAFETY COMMITTEE

J. H. Jackson, Superintendent (Chairman), Newark, O.
C. C. Grimm, Trainmaster, Newark, O.
D. L. Host, Trainmaster and Chief Train Dispatcher, Columbus, O.
J. Tordella, Division Engineer, Newark, O.
O. J. Kelly, Master Mechanic, Newark, O.
E. C. Zinsmeister, Master Carpenter, Newark, O.
E. W. Dorsey, Signal Supervisor, Newark, O.
G. R. Kimball, Division Operator, Newark, O.
J. S. Little, Road Foreman of Engines, Newark, O.
F. O. Pg K, Assistant Road Foreman of Engines, Newark, O.
A. R. Claytor, Division Claim Agent, Newark, O.
C. L. Johnson, Agent, Columbus, O.
R. E. McKee, Agent, Mansfield, O.
C. R. Potter, Agent, Newark, O.
A. C. Richards, Agent, Zanesville, O.
M. Fordyce, Agent, Cambridge, O.
I. R. Lane, Agent, Barnesville, O.
J. M. Worstall, Traveling Freight Agent, Zanesville, O.
Dr. A. A. Church, Medical Examiner, Newark, O.
Dr. W. A. Funk, Medical Examiner, Zanesville, O.
F. S. Mahurd, Supervisor, Newark, O.
J. Vandivort, Conductor
A. N. Glennan, Road Brakeman
C. G. Miller, Shopman
N. O. Neitzelt, Section Foreman
R. C. Sawyer, Yard Brakeman
H. W. Roberts, Yard Brakeman
E. D. Bancroft, Secretary, Y. M. C. A., Columbus, O.
D. P. Luby, Shopman
J. H. Thompson, Assistant Yardmaster
A. D. Pierson, Assistant Car Foreman
W. T. Howard, Conductor
F. F. White, Engineer

Machinist Chas. Gartner of the round house, is the proud papa of a fine son.

James Richardson, formerly foreman of shops at Parkersburg, is now located at Newark, as foreman of round house drop pit.

Joseph Church and wife spent their vacation with friends in Kansas. Mr. Church is employed as machinist in erecting shop.

Frank Cole, formerly shipping clerk at foundry, has accepted a position as clerk at machine shops at Newark.

A very interesting lecture was given at the Newark Y. M. C. A., October 8th, on the safe handling of explosives and other dangerous articles by inspector J. C. Davis of the Bureau of Explosives. There were nearly 200 present representing all the different departments, who secured some very valuable information on the safe handling of these dangerous articles.

John Tordella, division engineer, Newark, Ohio, accompanied by Mrs. Tordella, have gone to California on their vacation trip.

Ray Blackstone, stenographer in superintendent's office, enjoyed a few days' squirrel hunting recently.

The many friends of Arthur Irwin, formerly of the superintendent's office, regret to hear of his still being confined at his home on account of serious illness.

Many employes of this division will be surprised to read the following clipping from a Georgia paper of October 16th:

"Railroad men throughout this section are grieving over the death this week of conductor R. L. Butt of the Montgomery district of the Atlantic Coast Line. He died at the home of his son in Atlanta, funeral services being held at Montgomery, where he was prominent both in business and political circles. He was a member of the Alabama Legislature, having the distinction of being one of the few railroad conductors of the Coast Line who went to the Legislature. Captain Butt was born at Midway, Ala., November 18th, 1856, coming from a family that settled near Ter River, N. C., from Wales about 1760. He began his railroad career as a telegraph operator and worked in nearly all departments. From 1880 to 1889 he was with the Baltimore & Ohio and then was with the Alabama Midland and the old Plant System, which later became the Atlantic Coast Line. He was a conductor for about twenty years for the Coast Line and was one of the most popular men in the system's employ."



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The accompanying photograph, which on account of its length had to be reproduced in segments, is of the engineers and their wives, who attended the 50th anniversary of the Brotherhood of Locomotive Engineers of the Baltimore & Ohio System, held at Newark during the week of October 20th. Quite a number of the older engineers were present at this celebration, George Sturmer among them.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Connellsville

DIVISIONAL SAFETY COMMITTEE

O. L. EATON	Superintendent, Chairman
S. C. WOLFERSBERGER	Assistant Superintendent
F. G. HOSKINS	Division Engineer
T. E. MILLER	Master Mechanic
T. E. JAMISON	Trainmaster
G. N. CAGE	Road Foreman of Engines
H. B. PIGMAN	Division Operator
DR. M. H. KOEHLER	Medical Examiner
J. M. CONNERS	Car Foreman
H. D. WHIP	Relief Agent
T. F. MURPHY	Car Inspector
F. FAGAN	Conductor (F. M. & P.)
J. BAINE	Conductor (S. & C.)
H. F. LIVINGSTON	Fireman
R. W. HOOVER	Train Dispatcher
J. R. KAUFFMAN	Acting Master Carpenter
F. BRYNE	Claim Agent
E. B. SMALL	Machinist
S. W. HUDDLESTON	Conductor
W. SEATON	Conductor
M. E. MARTZ	Foreman (M. P. Dept.)
P. J. ADAMS	Inspector (M. of W.)
M. P. HEANEY	Supervisor
J. A. FLEMING	Agent
J. WARDLEY	Locomotive Engineer
J. T. GRIFFIN	Agent
C. A. ALBRIGHT	Agent
J. RUSSELL ANDERSON	Secretary
E. E. RUSSELL	Captain of Police, Headq't's, Connellsville

At a recent meeting of the Baltimore & Ohio Duckpin League of Connellsville a schedule for the season of 1914-1915 was adopted, which calls for twenty-five games. The season opened October 5th and will close April 2d. Prize money amounting to $95.00 will be offered, the distribution to be as follows:

Team finishing first	$25.00
Team finishing second	15.00
Team finishing third	5.00
Team making highest score in any one game during the season	10.00
High individual score made in any game for the season	5.00
High individual average for the entire season	5.00
High individual average bowler on each of teams, $5.00	30.00

Each member will be assessed $1.00 for membership fee. This is to be set aside for a banquet to be held at the end of the season.

The results of the games played during the first two weeks of the season and the present standing of the teams are as follows:

	Total.		Total.
Oct. 5th	Machinists 1416	Freight House	1481
Oct. 7th	Mo. Power 1611	Supt. Office	1374
Oct. 9th	Yard 1544	Scales	1189
Oct. 12th	Yard 1552	Supt. Office	1445
Oct. 14th	Mo. Power 1600	Freight House	1474
Oct. 16th	Machinists 1462	Scales	Forfeited.

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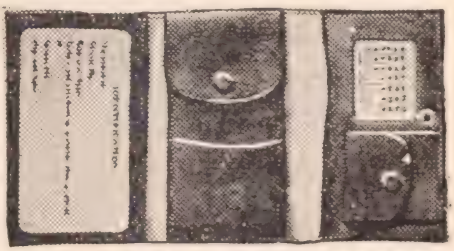
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50c Postpaid. Mention black or tan leather. Send money order, stamps, N.Y. draft only.

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ENGINE No. 1404 AND CREW

STANDING OF CLUBS.

Teams.	Won.	Lost.	Per Cent.
Yard	6	0	1000
Motive Power	5	1	833
Machinists	4	2	667
Freight House	3	3	500
Scales	0	6	000
Superintendent's Office	0	6	000

On October 2d, the stork visited the home of brakeman and Mrs. J. W. Beatty of Connellsville and left an eight pound boy. Mother and son are doing well.

The accompanying photograph is of engine No. 1404, running on trains Nos. 50 and 51 between Connellsville and Fairmont. Reading from left to right the employes shown are: T. E. Miller, master mechanic; T. S. Blacklin, engineer; D. T. Sanner, fireman; A. C. McCormick, general foreman; E. J. McSweeney, assistant roundhouse foreman; M. O'Connor, hostler foreman; T. Logan, pipe fitter foreman; T. McKivitt, clerk, master mechanic's office; J. Lujack, pipe fitter; Thomas Nee, roundhouse foreman.

W. A. Burnsworth has been appointed night ticket clerk at Connellsville station. Mr. Burnsworth was formerly clerk and warehouseman at Confluence agency.

E. S. Russell, captain of police, with headquarters at Connellsville, has been appointed safety committeeman for the Connellsville Division.

PITTSBURGH DIVISION

Correspondent C. W. BLOTZER, *Clerk Car Accountant's Office,* Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. GORSUCH ..... Superintendent, Chairman
T. W. BARRETT ..... Vice-Chairman, Trainmaster
W. J. KENNEDY ..... Secretary
M. C. THOMPSON ..... Road Foreman of Engines
C. C. COOK ..... Division Engineer
W. A. DEEMS ..... Master Mechanic
T. J. BRADY ..... Trainmaster
L. FINEGAN ..... Superintendent Shops
G. W. C. DAY ..... Division Operator
W. BATTENHOUSE ..... General Car Foreman
H. N. LANDYMORE ..... Operator
E. L. HOPKINS ..... Machinist
H. G. WALTOWER ..... Yard Conductor
H. J. SPANGLER ..... Yard Brakeman
C. C. AINSWORTH ..... Yard Brakeman
W. E. BURTOFT ..... Car Foreman
W. M. CLARK ..... Master Carpenter
H. L. GORDON ..... Assistant Division Engineer
W. D. CARROLL ..... Supervisor of Signals
JOHN HAGGERTY ..... Passenger Engineer
F. M. COCKRELL ..... Road Engineer
C. F. HARVEY ..... Passenger Fireman
FRANK BRYNE ..... Claim Agent
DR. J. P. LAWLOR ..... Medical Examiner
W. DAVIS ..... Yard Conductor
T. F. DONAHUE ..... General Supervisor
R. J. SMITH ..... Agent, Junction Transfer
W. F. DENEKE ..... Agent, Pittsburgh
P. COLLIGAN ..... Agent, Allegheny
W. B. PETERS ..... Agent, McKeesport
H. M. GRANTHAM ..... Agent, Braddock
W. I. McKEE ..... Agent, Butler
H. B. JEFFRIES ..... Agent, Washington
J. A. McKIE ..... Agent, Ellwood City
W. M. SNIDER ..... Car Foreman
C. E. McDOUGALL ..... Assistant Trainmaster
J. S. CUMMINGS ..... Passenger Brakeman
J. H. BASH ..... Road Conductor
WM. ROSS ..... Yardmaster
E. W. ROLLINGS ..... Road Conductor
E. H. FENSTEMAUCHER ..... Road Conductor

On Monday evening, September 28th, Division 370 of the B. of L. E. held their 27th anniversary banquet and reception in Odd Fellows Temple, Pittsburgh.

The engineers who compose Division 370 are in the main employed on the Pittsburgh Division of the Baltimore & Ohio Railroad. It was given as a Pittsburgh Division family affair and none but locomotive engineers and their wives were present. There were a few visiting members of the order who came on invitation of individual members of Division 370. The whole temple was occupied. The room on the third floor was used as a reception room for the ladies of the auxiliary. The large room on the second floor was handsomely decorated in the national colors with a lattice work around the rostrum entwined with autumn foliage. This beautiful decoration was further carried out by a large locomotive headlight on which was painted the "Safety First" emblem of the Baltimore & Ohio Railroad. Over the speakers' heads hung the motto of the order: "Sobriety, Truth, Morality and Justice." The invited guests of the Division were: Assistant to the general manager, George W. Sturmer, of Baltimore; assistant general superintendent C. L. French; superintendent C. B. Gorsuch; trainmaster T. J. Brady; superintendent of shops L. Finnegan; master mechanic W. Deems; foreman of engines M. C. Thompson and foreman of shops W. Smocks.

The speakers of the evening were: George W. Sturmer, C. L. French and C. B. Gorsuch.

The exercises of the evening were opened with prayer by Chaplain Hudson, who was followed by Hayden's orchestra playing the "Star Spangled Banner," with the audience standing. The Mesta Machine Company's quartet from "Old Virginny" sang several choice selections during the evening. After the feast for mind and ear was over a grand march was arranged which led to the banquet hall on the second floor, where five tables of 250 plates groaned with all the good things that could be thought of by the Ladies' Aid of the M. E. Church, who served under the direction of Mrs. Clarence Shook, their president.

After the invocation by Chaplain Hudson, the engineers whistled "off brakes," and they all fell to and "moved their tonnage." The banquet hall was beautifully decorated in the colors used in railroad service—red, white and green. During the banquet a toast was offered by engineer S. A. Irwin to the Company, which was drunk in cold sparkling water. Towards the end of the banquet general superintendent French proposed a toast in the same "God-given drink," clear, cold water, to "A long and successful life of Division 370, B. of L. E., and its members." Hayden's orchestra played many beautiful selections during the evening. The anniversary and banquet closed with a good fellowship meeting and fraternal greetings.

The committee of arrangements of Division 370 were: S. A. Irwin, George K. Reed, Jacob Hudson, H. E. Lowe, J. W. Eustice, G. W. Bogardus and H. G. Thornton.

An occasion of this nature in which the men of the various departments of the road and the men who are at the front end of the constantly moving tonnage of the road can result only in



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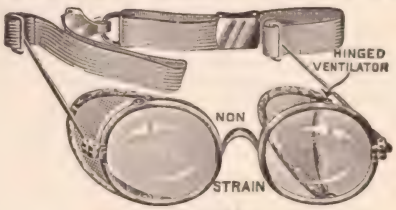
P. C. Neilson Preston, Idaho, took this course, now has garage, repair shop and Maxwell agency; earning around $3500 a year.

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good. Personal contact removes much of the indifference and misunderstanding that so frequently arises and creates a mutual interest in those who are responsible for the business of the road. Captain S. S. Brown, Division No. 370, is a model in its field of operation and is in every way capable and dependable. The committee having in charge the anniversary banquet is deserving of commendation for its successful endeavors.

The following lines were submitted by M. T. Barrett, of our Glenwood shops, Pittsburgh Division:

But since such melodies elude,
Yet leave me in the rhyming mood,
"R. D." who is our mutual friend,
Suggests that I this verse shall send
Memorial of this place "Ka,"
Where she has worked for many a day.
A little wayside station set
Where watchful care must not forget,
Nor keen attention ever fail
To note each train upon the rail,
And be their motion swift or slow
To let the train despatcher know,
Where'er the wheels of traffic glide,
Through tunneled hill, round mountain side
Or by some sunlit stream below
Where their fleeting forms in outline show
Clear as the scenes that memory
Pictures on time's stream for me,
Of hours of toil, of pleasures past,
Of youthful years receding fast.

With this poem Mr. Barrett sent the following explanation.

"The scene described was a telegraph station on the 5th division of the Baltimore & Ohio at Kanawha, and the person to whom the lines were dedicated was a young lady telegraph operator, a Miss Lovelle. The author was a section foreman of that time and the poem was written to promote harmony and the comfort and welfare of fellow employes."

On account of the abrupt introduction it is evident that this is but a part of the poem.

Harry Fritz, the genial claim clerk at Junction Transfer, has gone with the American Sheet & Tin Plate Co. as assistant rate clerk in the office of traffic manager Young. The good wishes of his fellow employes accompany him.

"Bill" Heberling, one of our prominent engineers, has prepared for the hunting season by laying in a new twenty gauge shot gun. We want to warn Mr. Heberling's fellow employes to be on the lookout for "Bill' and his new 20.

It is with sincere regret that we announce the death of Miss Marie K. Schmidt, which occurred at her home 803 Ridge Street, McKeesport, Pa., October 1st. Miss Schmidt entered the service of the Baltimore & Ohio April 14th, 1910. In July, 1913, she was appointed chief operator of our private branch exchange at Hazelwood, which position she held until the time of her late illness. Miss Schmidt was ever faithful to her trust and filled all calls with promptness and was always ready with a cheerful word for her fellow workers and her loss will be deeply felt by her host of friends. Our sympathy is extended to her mother, sisters and brothers in their great loss.

General foreman E. A. Rauschart of the Glenwood shops has returned from his vacation. From all indications Mr. Rauschart enjoyed himself immensely.

"Ike" Farrell, general floor foreman at Glenwood, has taken unto himself a wife and we enjoyed the smokes trying to find out Mrs. Farrell's past name but to date we have been unable to learn it. Nevertheless, Mr. and Mrs. Farrell have our hearty good wishes for a bright and happy wedded life.

Frank Rush has returned from his vacation on the farm and looks fit for work again. He says the fruit was plentiful, so that means that Frank enjoyed his vacation.

Emery Irwin, clerk to the chief dispatcher, left recently for a trip to Texas. We are hoping that Emery will not get too near the Mexican border and come back minus a leg or arm, to say nothing of his head.

C. W. Blotzer, clerk to the car distributor, has returned from his vacation, which was spent in Buffalo and DuBois. Mrs. Blotzer and Clarence, Jr., accompanied him and all report having had a nice time.

NEW CASTLE DIVISION

Correspondent, F. E. Corby, *Chief Clerk*
New Castle

DIVISIONAL SAFETY COMMITTEE

M. H. Cahill.....Superintendent, Chairman
C. P. Angell.....Trainmaster, Vice-Chairman
H. L. Gordon.....Division Engineer, New Castle, Pa.
J. J. McGuire.....Master Mechanic, New Castle, Pa.
E. C. Bock.....Division Operator, New Castle, Pa.
J. B. Daugherty.....Road Foreman, New Castle, Pa.
Dr. A. C. Earnest..Medical Examiner, New Castle Jct., Pa.
E. J. Langhurst...Assistant Road Foreman, Chicago Jct., O.
R. J. Carrier.....Claim Agent, Youngstown, O.
F. C. Green.....Supervisor, Ravenna, O.
W. L. Madill.....Supervisor, Lodi, O.
G. O. Everhart.....Supervisor, Youngstown, O.
E. C. Fowler.....Supervisor, Warren, O.
Jas. Aiken.....Agent, Youngstown, O.
G. W. Taylor.....Agent, Painesville, O.
F. H. Knox.....Agent, New Castle, Pa.
Albert Voss...Erecting Shop Foreman, New Castle Jct., Pa.
P. Thornton.....Track Foreman, New Castle Jct., Pa.
R. Bernhardt.Ass't. Eng. House F'man, New Castle Jct.,Pa.
V. C. Armesy.....Machine Shop Foreman, Painesville. O.
R. E. Armstrong.....Road Engineer, New Castle, Pa.
L. N. Haught.....Yard Engineer, New Castle Jct., Pa.
M. G. Guthrie.....Road Conductor, Chicago Jct., O.
W. C. Shanafelt.....Road Conductor, New Castle, Pa.
D. B. Patterson....Yard Conductor, New Castle Jct., Pa.
B. Beckman.....Yard Conductor, Haselton, O.
G. W. Richards.....Warehouse Foreman, Youngstown, O.
C. K. Spielman.....Relief Agent, New Castle, Pa.
H. L. Forney.....Master Carpenter, New Castle, Pa.
J. W. Clawson.....Signal Supervisor, New Castle, Pa.
W. W. McGaughey.....Secretary
Lawrence McGuill.....Captain of Police

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Chestnut, between 21st and 22nd Streets
PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

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¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d' hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

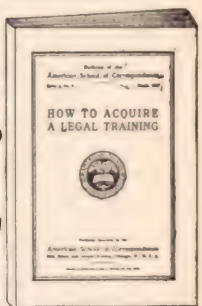
¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

The Rittenhouse in Philadelphia
On the edge of Everywhere

CHARLES DUFFY, Manager

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SWITCH TENDER'S SHANTY AT NEW CASTLE JUNCTION

The attached is a photograph of the switch tender's shanty and trainmen's room at New Castle Junction. The gentleman standing at the left, keeping strict guard over the old link-and-pin drawhead of olden days, is switch tender W. H. Watson. To the extreme right is assistant yardmaster J. A. Young, while scattered along the line are yard conductors McVettie, Patterson, Peterson and others of the working force at the west end of the yard. The pugnacious looking gentleman alongside the door is patrolman William Denton.

As the photograph was taken at dinner time, the picture does not show the men in action, but it would take a mighty fast lens to catch them when they are on the jump at their daily duties.

On October 7th, Earl C. Reid, agent at Middlefield, Ohio, was united in marriage to Miss Elizabeth Rose, daughter of Mr. and Mrs. J. J. Rose, of Middlefield, Ohio. The ceremony was performed at 10.30 a. m., by Rev. Robert Paton at the Chardon, O., Congregational parsonage.

We extend our best wishes to Mr. and Mrs. Reid for a long, prosperous and happy married life.

L. R. Van Horn has been appointed stenographer to division engineer, vice R. R. McWilliams, resigned. Mr. Van Horn is an old Connellsville Division man.

W. J. Harper, clerk in the maintenance of way department, resigned to accept a position with an industry at West Pittsburgh. Wilfred Thomas, distribution clerk, was advanced to the position made vacant by Mr. Harper's resignation and R. E. Whittaker, night record clerk, was promoted to distribution clerk.

CHICAGO DIVISION

Correspondent, F. N. Shultz, *Division Operator*
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. E. Keegan.....Chairman, Superintendent, Garrett, Ind.
T. B. Burgess...Vice-Chairman, Trainmaster, Garrett, Ind.
C. W. Van Horn.....Trainmaster, Garrett, Ind.
John Tordella.....Division Engineer, Garrett, Ind.
F. W. Rhuark.....Master Mechanic, Garrett, Ind.
Geo. Novinger....Road Foreman of Engines, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
J. D. Jack.....Claim Agent, Garrett, Ind.
T. E. Spurrier.....Claim Agent, Tiffin, Ohio
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
H. A. Martin.....Relief Agent, Fostoria, Ohio
R. R. Jenkins...Secretary, Y. M. C. A., Chicago Jct., Ohio
P. H. Carroll.....Signal Supervisor, Defiance, Ohio
D. B. Taylor.....Master Carpenter, Garrett, Ind.
T. L. Roach.....Assistant Supervisor, Defiance, Ohio
W. L. La Flor.....Section Foreman, Teegarden, Ind.
C. Feagler.....Shop Committeeman, Garrett, Ind.
W. F. Jump.....Shop Committeeman, Chicago Jct., Ohio
G. A. Strouse...Shop Committeeman, South Chicago, Ill.
C. J. Robinson.....Yard Brakeman, Chicago Jct., Ohio
F. W. Wiant.....Yard Conductor, Garrett, Ind.
A. Weber.....Yard Conductor, South Chicago, Ill.
F. A. Van Heyde.....Conductor, Garrett, Ind.
O. C. Robinson..Car Dep't Committeeman, Chicago Jct., O.
H. W. Ross.....Car Dep't Committeeman, Garrett, Ind.
C. H. Martin.....Engineer, Garrett, Ind.
A. L. Bilger.....Fireman, Garrett, Ind.
F. M. Chalfont.....Brakeman, Garrett, Ind.
N. E. Bailey.....Operator, Walkerton, Ind.
C. C. Greer.....Transfer Agent, Chicago Jct., Ohio
John Draper.....Agent, Chicago, Ill.
H. S. Gardner.....Agent, Defiance, Ohio

Earnest J. Brown, clerk in the office of chief dispatcher at Garrett, Ind., was united in marriage to Miss Inez Geisinger of Auburn, September 19th, at the home of the bride. Mr. Brown is a very popular young man, has been connected with our office force for the past seven years and is also a member of the Phi Delta Kappa fraternity. The bride is one of the talented and popular ladies of Auburn's

younger social set, and has been stenographer in the office of the Lake Shore at Auburn.

Master carpenter D. B. Taylor and water station foreman R. C. Henderson left Garrett, October 14th, to attend the convention of the American Bridge and Building Association at Los Angeles, California. After the convention they will return via Portland, Seattle and Salt Lake City.

We are pleased to find that our stenographer, Miss Esther Moberg, is once again at her desk after a two months' vacation.

Paul Wegener, our coal clerk, and Miss Esther Neison, surprised us recently by getting married. Hurrah for Paul. We wish them much luck and happiness.

Miss Ethel Poole, our bill clerk, spent the week end at Peoria and Pekin, Ill., and reports having had a splendid time.

The accompanying photograph is of master Edward T. Boyle, son of chief clerk to assistant agent R. R. Huggins, South Chicago. This boy has been very ill with typhoid fever but is now convalescing without any serious results, for which we are all very glad. He is a playmate of the children of J. B. Strauss, president Strauss Bascule Bridge Co., the builders of the great Calumet River Bridge.



EDWARD T. BOYLE



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FREIGHT HOUSE PLATFORM FORCE—CHICAGO—P. J. McNAMARA, ASSISTANT FOREMAN, L. M. BROWNE, TIMEKEEPER

CHICAGO TERMINAL

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. Nichols.....Superintendent, Chairman, Chicago
J. W. Dacy.....Trainmaster, Chicago
C. P. Palmer.....Division Engineer, Chicago
F. E. Lamphere.....Assistant Engineer, Chicago
Alex Craw.....Division Claim Agent, Chicago
J. F. Ryan.....Captain of Police, Chicago
C. L. Hegley.....Examiner and Recorder, Chicago
H. McDonald.....Supervisor, Chicago (Chicago District)
Wm. Hogan.....Supervisor, Chicago (Calumet District)
J. W. Fogg.....Master Mechanic, East Chicago
F. S. DeVeny.....Assistant R. F. of E., Chicago
Chas. Esping.....Master Carpenter, Chicago
Dr. E. J. Hughes.....Medical Examiner, Chicago
Morris Altherr.....Assistant Agent, Forest Hill
C. O. Seifert.....Signal Supervisor, Chicago
Duncan McDougal.....Engineer, Robey St.
Emil Domrose.....Fireman, Robey St.
Chas. Bean.....Conductor, Robey St.
Wm. Hartwig.....Car Inspector, Robey St.
Wm. Winters.....Engineer, Blue Island
John Neff.....Conductor, Blue Island
Henry Mindeman.....Car Inspector, Blue Island
Harry Johnson.....Engineer, East Chicago
Howard C. Blake.....Fireman, East Chicago
Roy Freeman.....Conductor, East Chicago
Geo. Rosenberg.....Machinist on Floor, East Chicago
A. A. McLene.....Machinist in shop, East Chicago
Wm. Davis.....Boilermaker, East Chicago
John Lewis.....Blacksmith, East Chicago
Albert Rose.....Car Inspector, East Chicago

R. C. Ott, yardmaster at East Chicago, has returned from an extended trip through the east stopping at Buffalo, New York city, Albany and Brooklyn. Mr. Ott enjoyed the trip to Albany up the Hudson; took in Coney Island from the entrance to the exit. On his return he spent two days at Dwight, Illinois. Dwight is where Mr. Ott's perfumed letters come from.

R. Schultz, chief caller at East Chicago, has been trying for the last month to raise a little hair on his upper lip. No one is sure what to call it, but if doubtful, ask Schultz.

John Sheets, chief clerk to agent Hickok at East Chicago, reports having had an enjoyable time on his vacation. Spent the better part of it at Pittsburgh.

Kenichi Nakamura, civil engineer of Japan, who has been studying bridge construction on the Pittsburgh Division, spent a few days on the Chicago Terminal studying track elevation.

B. J. Cooney has been promoted to stenographer in the superintendent's office. J. M. Keay is now stenographer in the car accountant's office.

T. L. Broughen, stenographer in the engineer's office, succeeded S. Hilterbrandt, resigned.

R. G. Clark, engineer's office, is still paying into the Suit Club. He thinks he'll win a suit this week as he has already paid $24.50 into the club.

Sympathy is extended to the loyal Cub fans who stuck to the finish. J. J. Madigan of the trainmaster's office drew Blackburne of the Sox to get the most hits in the last game of the series. Bad luck or poor judgment?

Don't forget our Safety First by-words.

Education and interest are the kernel of the Safety Movement. With these thoroughly applied there can be nothing but resultful maturity.

If you see a fellow employe do anything that is against Safety find out whether or not he knows better.

If he does, interest him.

If he does not, educate him.

OHIO DIVISION

Correspondent, C. N. BEYERLEY
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE	Superintendent, Chairman
E. N. BROWN	Assistant Superintendent
R. R. SCHWARZELL	Trainmaster
T. E. BANKS	Trainmaster
R. MALLEN	Road Foreman of Engines
WM. GRAF	Road Foreman of Engines
G. W. PLUMLY	Division Operator
P. H. REEVES	Master Mechanic
E. COLE	Supervisor
S. H. BAER	Section Foreman
C. DULLMEYER	Foreman Car Shop
S. W. CAIN	Road Brakeman
J. I. BOTKIN	Warehouse Foreman
W. A. BURNS	Road Conductor
E. J. ALLEE	Signal Supervisor
E. J. CORRELL	Division Engineer
DAN O'LEARY	Yard Conductor
J. E. SUNNAFRANK	Wreckmaster
D. C. THOMAS	Road Engineer
TRUMAN MURPHY	Operator
THOS. TULL	Shop Inspector
C. W. LEWIS	Machinist
G. E. WHARFF	Agent, Portsmouth, O.
C. H. R. HOWE	Master Carpenter
L. H. SIMONDS	Claim Agent
J. B. VANCE	Relief Agent
J. W. STARKEY	Road Fireman
F. S. BEAN	Agent, Athens, O.
DR. P. S. LANSDALE	Medical Examiner

The boys have been trying to determine what causes that faraway dreamy look in the eyes of William Alva Rhea, maintenance of way timekeeper at Chillicothe, but were unsuccessful until just recently, when a certain fair young school teacher of this city began to show a "little chunk of ice" on the third finger of her left hand. This explains all and we expect to be able to announce the name of the lucky (?) lady within a short time.

George J. Miller, cashier in the local freight office, has been showing similar signs just recently and we are awaiting patiently for George to reveal his little secret.

Employes of the Ohio Division are congratulating G. D. Brooke, superintendent, upon the arrival of a fine boy.

With suddenness that was appalling came the news of the death of Miss Margaret K. Hess, who died Friday morning, October 16th, at 11.50 o'clock, as the result of heart failure, superinduced by an attack of remittent fever.



The TRAINED Man Has Money

But it's different with the *untrained* man. He often finds the pocketbook empty with the landlord, grocer, butcher, and baker clamoring for their money.

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Just mark and mail the attached coupon. And the I.C.S. will show you how they can make you an expert in the line of work you want to follow.

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Explain, without any obligation on my part, how I can qualify for the position before which I mark X

Locomotive Engineer	Mechanical Engineer
Air-Brake Inspector	Mechanical Draftsman
Air-Brake Repairman	Civil Engineer
General Foreman	Surveyor
R. R. Shop Foreman	Concrete Construction
R. R. Traveling Eng.	Automobile Running
R. R. Travel'g Fireman	Plumbing & Steam Fitt'g
R. R. Construction Eng.	Mining Engineer
Agency Accounting	Bridge Engineer
Gen. Office Accounting	Assayer
Electrician	Bookkeeper
Electrical Engineer	Stenographer

Name

St. and No.

City *State*

Present Occupation

Employed by *R.R.*



MACHINISTS AT CHILLICOTHE ON OLD "ATLANTIC" ENGINE

She had been ill for two weeks, but was able to be up and about the house. She suddenly became worse and it was realized that the end was not far distant. She was born in this city, September 19th, 1891, and attended the parochial school and later graduated from the Chillicothe High School. She was a young woman of beautiful character. Sweet and unassuming in her manner, she was beloved by all who knew her. Like the fragrance of a beautiful flower, her memory will linger in the hearts of all with whom she came into contact. She had been employed as stenographer in the storekeeper's office at Chillicothe for several years, and was well known throughout all the offices. The heartfelt sympathy of all of the employes is extended to the bereft parents.

John H. Brandenburg, veteran passenger engineer on this division, died October 8th, 1914, as a result of Bright's disease. Mr. Brandenburg was born December 5th, 1862, entered the service of the Baltimore & Ohio Southwestern Railroad Co. as fireman May 1st, 1884, and was promoted to engineer January 15th, 1890. The Company loses one of its best engineers in the death of Mr. Brandenburg, and he will be missed in various railroad circles.

J. C. Wilkins, tonnage clerk, has just returned from a brief visit to his parents in Baltimore. Baby sister gets more interesting all the time.

James A. Sheehan, secretary to superintendent, has returned to work after his vacation.

Daniel R. Sheets, one of the oldest engineers in the service, running on Nos. 9 and 10, between Chillicothe and Parkersburg, was brutally assaulted by an unknown negro, Thursday evening, October 15th. Mr. Sheets was walking west on Main Street, Chillicothe, from the depot about 5.30 o'clock, going to his home on Bridge Street. He had not walked far when a negro staggered into him. Mr. Sheets, thinking the man was drunk, pushed him aside and walked on, paying no more attention to him. Shortly afterward, just as Sheets passed into the shadow of some obstruction along the sidewalk, the negro leaped on his back, throwing him to the ground, pressing his head into a pool of water standing at that point and striking him several times in the face with his closed fist. Mr. Sheets called for help and two or three men who heard him ran to his assistance and dragged the negro from the prostrate form of Mr. Sheets and held him until the police arrived. Outside of a small cut and several bruises, Mr. Sheets was not severely hurt. A charge of assault and battery was made against the negro and at his trial he was found guilty and given a fine of $200 and costs and six months in the workhouse, all of which will keep him there for about 595 days, upon the very best of behavior.

Engineer Sheets is known as one of the most peaceful citizens in Chillicothe, and as he had never seen the negro before, it could not be determined what was the cause of the assault, but it is thought that the negro was either crazed or drugged and did not know what he was doing, as the assault took place at a very exposed point.

One of the greatest attractions of the Farmers' Fall Festival, the agricultural carnival held annually at Chillicothe, was the little Baltimore & Ohio engine "Atlantic," the first engine of the Baltimore & Ohio Railroad Company. People came from all over the country with the sole purpose of seeing this little engine. It was sent to Chillicothe, for exhibition, through the kindness of the management, and was lifted

from the railroad tracks over to the street car track by the big steam crane of the Company, and run to the intersection of Main and Paint Streets, under its own steam, where it was set in an attractive booth for the inspection of visitors during the week. The engine was run from the Union depot by W. H. Conley, one of the oldest pensioned engineers on the division, and fired by J. E. Sunnifrank, wreckmaster of the local division, pulling behind it a flat car on which were seated R. N. Begien, general superintendent, G. D. Brooke, superintendent and all of the local division officials, together with the city officials of Chillicothe.

J. H. West, a farmer living near this city, when a young man, made his first trip behind a steam engine, when he rode behind the "Atlantic" from Baltimore to Sandy Hook, the trip taking twelve hours, his brother being the engineer. This was in 1835. The day the engine made its trip from the Union depot to Paint Street, Mr. West again rode behind the hostoric old engine, taking fifteen minutes to make the trip. Mr. West was very enthusiastic over this trip, and told some interesting stories about the old days.

The engine was sent to Jackson for their Fall Festival, and to Portsmouth for the Korn Karnival. The engine was viewed by thousands of people during the three weeks it was in Ohio, and all were very much impressed, a great deal of comment being made about this historic piece of machinery.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY	Superintendent, Seymour
G. S. CAMERON	Assistant Superintendent, Cincinnati
C. A. PLUMLY	Trainmaster, Seymour
S. U. HOOPER	Trainmaster, Seymour
S. A. ROGERS	Road Foreman of Engines, Seymour
JOHN PAGE	Division Operator, Seymour
T. J. EWING	Relief Agent, Seymour
DR. G. R. GAVER	Medical Examiner, Cincinnati
DR. J. P. SELLMAN	Medical Examiner, Washington
J. E. O'DOM	Special Agent, Cincinnati
P. T. HORAN	General Foreman, Cincinnati
C. B. COLEMAN	Foreman C. R., Seymour
G. F. CRAIG	Inspector, Cincinnati
W. J. RUSSELL	Boilermaker, Cincinnati
H. A. CASSIL	Division Engineer, Seymour
W. H. HOWE	Master Carpenter, Seymour
D. CASSIN	Supervisor, North Vernon
T. L. CANNON	Signal Supervisor, Milan
FRED HEIDECKER	Track Foreman, Nebraska
O. E. HENDERSON	Conductor, Seymour
G. B. CRAIG	Engineer, Youngstown
L. C. BARNETT	Fireman, Seymour
CHAS. FOX	Passenger Brakeman, Cincinnati
W. E. HYATT	Yardmaster, Seymour
J. M. MCKENNA	Yard Conductor, Cincinnati
C. H. LONG	Yard Conductor, North Vernon
C. E. MARKLE	Yard Engineer, Cincinnati
C. E. FISH	Agent, Cincinnati
J. E. SANDS	Agent, Louisville
E. MASSMAN	Agent, Seymour

The General Safety Committee from Baltimore was with us October 15th and held a very interesting meeting in the assembly room in our building. Although Major Pangborn was greatly missed by all, we found acting general



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No charge—No obligation. Address Dept. HH 56.

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Chicago Fort Worth
Portland

chairman Scoville ready to jump at any suggestion made in the interest of safety to employes and the public. Mr. Scoville has had many years of actual experience in the transportation department, having gone from superintendent on Ohio Division to the General Safety Committee. Members on the Indiana Division find no trouble in explaining a dangerous condition to him, as he has "been there" and he readily sees what they mean. We feel that this committee is on a mission for humanity's sake and every employe should fall in and be proud to march behind a "Safety First" banner.



JOSEPH FISHER AND WIFE

The above photograph is of depot master and Mrs. Joseph Fisher of Cincinnati Transfer station taken while on their vacation in Denver, Col. Mr. Fisher has been in the service of the Company about thirty-three years. Previous to that time he was with the M. C., and the C. W. & B. He is hale and hearty and looks as if he is good for as many more years. He has proved himself a valuable employe of the Company.

John Lind of the clerical department, Cincinnati, his son Earl and daughter Hazel, have returned from a visit to Galveston and San Antonio, Tex. Earl says that when he becomes a man he will be a railroader too.

Master Roy Levitz and mother have been visiting friends in New York city.

Joseph Rehcamp, assistant depot master, has returned after spending his vacation in Chattanooga, Tenn.

Recently (exact date unknown) our genial and hustling supervisor on the Washington sub-division, Thomas Roland, slipped away to (place unknown) and was quietly married to Mrs. Mary Ewing, of South Broadway. Tom did not intend to let the boys on the road in on this, but finally they got next to what had happened and they immediately organized twenty-five or thirty strong with fife and drum to give the happy couple a good old fashioned serenade. The music was furnished by chief fifer, conductor Demaree; snare drum, fireman Miller, and base, James Willey. The boys had two couples to serenade and while serenading the first they learned that unavoidably Mr. Roland had been kept from home. Mr. Roland came here about six years ago from Parkersburg, and during this time has made as many friends as any individual official who ever came to Seymour. We now feel that he will stay with us, and we are all glad of it. The serenade is only postponed.

Fireman Joseph Fisher and Miss Francis Graves were married Saturday, October 10th, at Jeffersonville, Ind. They will reside in Seymour.

Fireman F. H. James has just completed and moved into his new home on South Broadway.

Mrs. Begley, mother of dispatcher D. R. Begley of this city, died at Mitchell, Ind., Monday, October 5th, aged seventy-six years. The funeral was held at the Catholic church at that place, after which the remains were brought here and laid by the side of her husband in the Catholic cemetery.

Ed. Boas, who for years was general foreman of roundhouse at Washington, Ind., now master mechanic for C. H. & D. at Indianapolis, recently visited his many friends here.

Born to T. B. M. Wm. Leeds and wife, who are on a visit in southern California, a girl.

Effective October 1st, J. B. Purkhiser was appointed trainmaster on the Indiana & Louisville sub-divisions with headquarters in Seymour.

Mr. Purkhiser entered the service of the Company as brakeman in 1898. He was promoted to freight conductor in 1905, yardmaster at Seymour in 1911, assistant trainmaster then trainmaster on Indiana Division. Shortly after this he was made trainmaster of the Cincinnati Terminals, a position he held until the 1st of October, when he was again appointed trainmaster here. Mr. Purkhiser succeeds C. A. Plumley, who was called to Baltimore to assume the duties of assistant superintendent of telegraph on the System. While we regret that Mr. Plumley could not stay with us, we are glad to learn of both his and Mr. Purkhiser's promotion. Mr. Purkhiser has worked his way up and is well posted in the work he has been called on to do, and the "boys" are glad to see him with us again.

Seymour now bears the distinction of being the only city in the United States that has a "Farmers' Club," donated by an enterprising citizen of this city. The building is located on Chestnut Street and is in charge of a matron who looks after the farmers' children while they do their shopping. The building is of brick and Bedford stone, and the interior walls are

THE FOX



TELEGRAPHER'S KEYBOARD



Examine carefully the keyboard shown above—it is our famous Fox Telegraphers' Keyboard. It has 44 keys, writing 88 characters, with a standard arrangement of the regular letters, numerals, punctuation, etc., but with a number of additional characters, absolutely necessary in the work of the telegrapher, and not obtainable on other typewriters. On these extra keys we give you "AM" and "PM", "B/L" and "W/B". We can, if wanted, give you "No." in place of the fraction ¼ and your personal "sine" in place of the fraction ½. This requires the making of a special type die—costing us $3.00 to engrave—and we cannot, therefore, furnish this type on a trial typewriter. If $10.00 or more cash accompanies order we will supply this special type free. The ordinary typewriter will not meet the requirements of the telegraph operator. The Fox Visible Typewriter, Model No. 24, is the ideal "Operator's Mill." It is fully visible, has the lightest touch and easiest action of any typewriter in the world, makes almost no noise and is built to give a lifetime of service and satisfaction. Carriages are interchangeable and any length can be had with the typewriter, or procured later, and the change from one carriage to the other can be made in two minutes, or less.

Write us just what is wanted: A typewriter for wire work, for billing, or for general use. Tell us the length of carriage needed, style of type preferred, and kind of keyboard wanted, and we will make you a big, special, mid-summer, dull-season, war-time, introductory proposition on absolutely new stock, straight from our factory, and you can pay us for it, if purchased, after trial, either in all cash or a little down, whatever you can spare, and the balance monthly. Mention the B. & O. Employes' Magazine.

THE FOX TYPEWRITER

Has Every Feature Found in Any Standard Typewriter Ever Advertised in the B. & O. Magazine and a Number of Exclusive Features of Its Own.

WRITE FOR SPECIAL OFFER TO TELEGRAPH OPERATORS

Fox Typewriter Co.
1010-1060 Front Ave., Grand Rapids, Mich.

FROM THE B. & O. MAGAZINE FOR OCTOBER

Name .....

Address .....

finished in panel quartered oak, tile floors, with a large fire place in main room, electric-lighted wash rooms, and large dining hall, where the farmer and his family can bring their dinners and enjoy all the comforts of home life. The building cost $25,000 and a fund is set aside for its maintenance. Any farmer in Jackson County who gains a livelihood by farming is eligible to membership in the club. Secretary of Agriculture Houston of Washington, D. C., was present at the dedication, Thursday, October 8th, and spoke to the farmers on their future possibilities. He emphasized the fact that this is the first building of its kind in the United States. He also spoke very favorably of the weather whistle signals which are sounded every day at 10 a. m. by the Blish Milling Co. and can be heard for five to ten miles and which advise the farmer as to weather conditions for the following twenty-four hours. This enterprising firm has had weather cards printed and distributed all over the county explaining whistle code, so that any one who hears signals blown can immediately tell their meaning. The weather conditions are telegraphed here each morning from Chicago, by the Government observatory at that point. This system was highly complimented by the Secretary of Agriculture.

Mr. Lambert, who succeeds Mr. Purkhiser as trainmaster in Cincinnati terminals, has entered upon his duties and has already made a favorable impression on the boys, and it is needless to say that they will cooperate with him in every way possible.

Edward Brown, the popular yard foreman at stock yards, is certainly gaining the good will of his fellow workmen, as there has not been word of complaint since he has been on the job. Keep it up Ed.

A. E. McMillan read a very interesting essay at the fuel meeting in Cincinnati last week, taking as a topic "The Advantages of the Brick Arch and the Proper Manner of Applying it to Perfect the Proper Combustion." He went into the subject quite extensively and thoroughly explained every detail.

Roy McFadden, at one time a machinist in Cincinnati Terminals, now located at Washington, Ind., is about to marry. Best wishes to you, Roy.

CINCINNATI TERMINAL

Correspondent, G. A. Bowers

Cupid shot his dart again in the Cincinnati Terminals when Miss Mary Valaningham, stenographer in the local freight station, said good-by to her friends and was united in marriage to Mr. Walter Hughes.

In a recent note in the Cincinnati *Post* the names of a number of prominent citizens were mentioned as having been fighting in the Federal army in the battle of Cedar Creek just fifty years ago to the day before the article was published. Thomas Cheeseman, who is still employed on the C. H. & D. as a baggagemaster on one of our through trains between Cincinnati and Toledo, was one of the men mentioned.

ILLINOIS DIVISION

Correspondent, C. F. White, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

E. W. Sheer	Superintendent, Chairman
C. G. Stevens	Trainmaster, Flora, Ill.
C. W. Potter	Trainmaster, Flora, Ill.
H. R. Gibson	Division Engineer, Flora, Ill.
J. A. Tschuor	Division Engineer, Flora, Ill.
E. A. Hunt	Shop Inspector, Shops, Ind.
R. C. Mitchell	Relief Agent, Flora, Ill.
G. H. Singer	Agent, East St. Louis, Ill.
C. S. Mitchell	Agent, Flora, Ill.
T. T. Long	Agent, Springfield, Ill.
M. A. Rush	Agent, Beardstown, Ill.
W. C. Kelly	Agent, Vincennes, Ind.
C. B. Kellar	Agent, Washington, Ind.
H. H. Bryan	Conductor, Washington, Ind.
H. T. Clark	Engineer, Washington, Ind.
John Price	Engineer, Flora, Ill.
C. R. Bradford	Claim Agent, Springfield, Ill.
Dr. W. D. Stevenson	Medical Examiner, East St. Louis, Ill.
H. O. Pipher	Yard Foreman, Shops, Ind.
D. Costello	Yard Foreman, Vincennes, Ind.
J. C. Laws	General Yardmaster, Flora, Ill.
W. W. McNally	Yard Fireman, Cone, Ill.
A. Miller	Yard Foreman, Springfield, Ill.
W. C. Dietz	General Foreman, Flora, Ill.
H. E. Orr	Master Carpenter, Flora, Ill.
C. D. Russell	Division Operator, Flora, Ill.
C. S. Whitmore	Signal Supervisor, Flora, Ill.
W. G. Burns	Supervisor, Vincennes, Ind.
F. Wyatt	Supervisor, Flora, Ill.
B. O'Brien	Supervisor, Cone, Ill.
W. Cook	Supervisor, Springfield, Ill.
R. H. Marquart	Car Foreman, Cone, Ill.
H. C. Aikman	Car Foreman, Shops, Ind.
W. E. Ross	Tool Room Foreman, Shops, Ind.
H. C. Thrasher	Machinist, Flora, Ill.
W. Platz	Brakeman, Washington, Ind

E. E. Scheetz, shop clerk, Flora, Ill., has returned from Keyser, W. Va., where he has been visiting relatives.

R. V. Mattox, boilermaker helper, Flora, who was injured by a drill falling on his foot, has returned to work.

Charles Evans, Flora shops, is on the injured list. Mr. Evans was accidently struck on the limb with a monkey wrench.

Engineer W. J. Miller, who recently underwent an operation, has returned to work.

James Puckett, the south end Diogenes, is very proud of No. 675, which has just been turned out of the shops. Mr. Puckett keeps his engine spick and span. Mr. Dietz informs us that he noticed "Mandy" shining the cab with his handkerchief while she was in the shop.

We understand that the Indiana Division is at a loss to know what happened to a very efficient car distributor some time ago, an order for a double deck of flat cars with end doors to load cough drops for the Aurora Coffin Works getting confused with an order for a hopper bottom baggage car to load tickle grass for Seymour to assist Dan Begley in his effort to smile. Old Sleuth Judy advises he is able to account for error by the presence of one bachelor train dispatcher in the vicinity of Seymour at the time.

John Greenlaw has been appointed car distributor in place of Fred Kistner, who goes to Dayton as car distributor.

B. Schuder was appointed yardmaster at Vincennes, Ind., October 17th, 1914, vice R. G. Lloyd, transferred.

Sent on 10 Days FREE Trial



This $100 Typewriter direct from our Factory for Only $35

And on easy Monthly Payments

75,000 NOW IN USE

Only $2 Down

Think of it! For only $2 we will ship you this full size brand new "visible" ***Chicago*** typewriter, and let you try it in your own home, store or office, 10 days at our risk. Use it as if it were your own. Write all the letters you want to on it. Keep it the full 10 days before you decide, then if you are not satisfied, just return the outfit at our expense and we will refund every penny you paid us. You take no risk whatever.

The "Chicago" Guaranteed 10 Years

$35 This is our astonishingly low direct-from-factory price on a brand new, full size, 10 year guaranteed typewriter, and you have the machine to use as soon as you make the first small payment of only $2. After that you pay at the rate of only $3 a month until the machine is paid for. You have no interest or extras to pay. The ***Chicago*** is guaranteed to do your work as well as any hundred dollar machine. You save $65 by buying direct from our factory instead of through agents or dealers.

Note the exclusive features—patented eraser plate, line space regulator, rapid envelope addressing plate, and steel interchangeable type wheel printing more characters from fewer keys than other typewriters made.

FREE Leatherette Carrying Case



To those who write promptly using the coupon at the right, we will make a special offer whereby this strong, handsome leatherette carrying case with fine brass lock and trimmings, can be secured absolutely FREE.

GALESBURG WRITING MACHINE CO.
Dept 604
GALESBURG, ILL.

Fill Out Coupon Today

FILL OUT COUPON—MAIL TODAY

Galesburg Writing Machine Co., Dept. 604 Galesburg, Ill.

Gentlemen:—Without any obligation on my part, please send me full particulars of your special easy payment offer on The Chicago Typewriter and tell me how I can get the Leatherette carrying case Free.

Name .....

Town .....

State .....

St. No. R.F.D. ....

Please mention this magazine

W. C. Dietz, general foreman, Flora, is in a hospital at Springfield, having recently undergone an operation there. We hope to see him at work soon.

Conductor Ed Heath is the proud father of a bouncing baby boy.

Trains Nos. 25 and 26, which have heretofore been operated between Bridgeport and Vincennes, are now being operated between Washington and Bridgeport to accommodate the Wheatland miners living in Washington.

G. C. Filson, second trick operator at Taylorville, and Miss Stella Dewhurst of Xenia, Ill., were married at the home of the bride on October 13th, 1914. Mr. and Mrs. Filson have our congratulations.

TOLEDO DIVISION

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. Mitchell.....Superintendent, Chairman, Dayton, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. S. Koop.....Trainmaster, Dayton, O.
G. E. Reel.....Trainmaster, Lima, O.
C. W. Havens.....Assistant Trainmaster, Dayton, O.
H. W. Brant.....Division Operator, Dayton, O.
M. P. Hoban.....Road Foreman of Engines, Dayton, O.
W. B. Kilgore.....Road Foreman of Engines, Lima, O.
W. D. Johnson.....Master Mechanic, Ivorydale, O.
J. R. Casad.....Claim Agent, Dayton, O.
John Sullivan.....Supervisor M. of W., Lima, O.
Wm. O'Brien.....Supervisor M. of W., Rossford, O.
Edw. Ledger.....Supervisor M. of W., Dayton, O.
G. W. Thomas.....Master Carpenter, Rossford, O.
G. W. Kydd.....Signal Supervisor, Wyoming, O.
F. S. Thompson, M. D.....Company Surgeon, Dayton, O.
Wm. Ryan, M. D.....Company Surgeon, Dayton, O.
R. B. Mann.....Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
E. F. Maley.....Agent, Piqua, O.
W. J. Kroger.....Relief Agent, Piqua, O.
J. C. Mullen.....Agent, Toledo, O.
J. C. Stipp.....Agent, Lima, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. Moore.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima, O.
W. J. Simmons.....Road Conductor, Lima, O.
Ed. Rice.....Yard Conductor, Dayton, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
H. B. Cook.....Shopman, Rossford, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sidney, O.
E. L. Kelly.....Assistant Yardmaster, Rossford, O.
A. C. Bushwaw.....Clerk, Secretary, Dayton, O.
C. L. Brevoort.....Terminal Superintendent, Cincinnati, O.
R. B. Fitzpatrick.....Terminal Trainmaster, Cincinnati, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
E. C. Skinner.....Agent, Cincinnati, O.
R. Archer.....Supervisor M. of W., Cincinnati, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
F. S. De Camp.....Claim Agent, Cincinnati, O.
R. E. McKenna.....Yard Foreman, Ivorydale, O.
A. Gronbach.....Yard Foreman, Hamilton, O.
Wm. Rosche.....Machinist, Ivorydale, O.

Bohannon says the smile is broad on switchman H. J. Kreiger's face, due to the arrival of a ten pound boy.

Fred Sheakley, accountant superintendent's office, also smiles. It's a girl.

Married, September 23rd, R. J. McMahon, engineer, and Miss Mary O'Neil, daughter of car foreman Robert O'Neil. After their eastern honeymoon trip, they returned to the home of the bride's parents, where they will reside temporarily. Good luck and much happiness.

Miss Kathleen O'Connor, our efficient telephone operator, has convinced the public that Mary Pickford is not alone in the field of the "movies." Her recent effort in dramatic work has likewise received commendation.

W. H. Gibson, former agent at Troy, Ohio, has again accepted the position at that point vice J. S. Link, resigned.

Passed by the censor "Germans have occupied the coach shop at Lima." Ask Kelly.

The Erie Railway has installed electric signals in the C. H. & D. office at Erie Junction, which give the position of target to approaching trains one-half mile east and west of the crossing.

Earl Armstrong, formerly chief clerk to agent Stipp, Lima, has been promoted to yardmaster at South Lima with office in joint car inspector's office at Erie Junction.

Married, September 22nd, C. E. Nichols and Miss Glenna Schaffer, both of Cridersville. Mr. Nichols is the second trick operator at that point and a favorite among the boys, while Miss Schaffer is one of the popular young ladies of the village. Before leaving for their honeymoon, they were treated to a joy ride behind a pet mule, the trip through the streets being greatly enjoyed, particularly by the occupants(?).

H. Kissner, former car distributor at Flora, Illinois, has accepted a similar position with the Toledo Division.

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. Fenner *Chief Clerk* Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. Hynes.....Superintendent, Chairman
A. A. Iams.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Master Carpenter
G. A. Rugman.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
E. F. McCafferty.....Division Foreman
R. O'Neil.....General Car Foreman
F. M. Drake.....Relief Agent
C. H. Rauck.....Agent
E. M. Jones.....Yard Conductor
J. M. Ginan.....Conductor
B. F. Shelton.....Fireman
T. G. Hoban.....Engineer
L. H. Simonds.....Claim Agent
F. S. Thompson.....Company Surgeon
J. J. Fitzmartin.....Division Operator
E. B. Childs.....Stationary Engineer
I. N. Long.....Section Foreman
E. Blake.....Section Foreman
H. D. Spohn.....Brakeman

E. F. McCafferty, division foreman at Dayton, who has been confined to the house with a severe attack of rheumatism for the past three months, is slowly recovering, and the prospects are now that "Mack's" smiling face will soon appear in the office.



"On Time" from Christmas Time

Now is the time to decide to give a Ball "twentieth century model" Watch as a Christmas gift to husband, father, brother or sweetheart

For a quarter of a century *Ball* Watches have set the standard for use in railway service. All of the nicer refinements and features to make a thoroughly dependable and reliable watch, find expression in this latest model of that master in watch craft, Mr. Webb C. Ball, the world's foremost authority on Railroad Standard watches and the rigid qualifications that make them suitable for use in running railroad trains

Select this watch as a holiday gift to some loved one

The Story of "Time Inspection on American Railroads" is an interesting booklet describing the relation of *Ball* Watches to the business of running railroad trains. Anyone interested in the subject of good watches will want a copy. Write for one today, and if your jeweler cannot show you a Ball Twentieth Century Model Watch, send us his name and we will arrange for you to see one

Webb C. Ball Watch Company, 339 Heyworth Building, Chicago

Cleveland San Francisco Canadian Ball Watch Co., Ltd., Winnipeg

Since our last writing, Dan Cupid has been busy, and while his last achievements on the Delphos Division are not recent they must be recorded in the Employes Magazine.

On August 17th, Keith Cox, chief clerk to division foreman McCafferty, was wedded to Miss Stella Phaul. Keith tore himself away from his duties long enough to take a short honeymoon trip.

A. H. Hall, agent at Union, Ohio, who has been off duty several weeks on account of serious illness, returned to work October 19th.

L. E. Cowden, stenographer to storekeeper V. N. Dawson, has resigned and J. H. Saylor of New Carlisle has accepted the position made vacant.

During the week of October 1st, storekeeper Dawson was called to Baltimore to attend a meeting of the division storekeepers to discuss several matters of importance to the stores department.

Patrick Riley, who has been in the service of the Company for seventeen years, died very suddenly of heart failure on September 8th. Mr Riley came to work as usual that morning, and, while performing his duties, dropped to the floor. A doctor was immediately called, but before he arrived Mr. Riley was dead.

INDIANAPOLIS DIVISION

Correspondent, Roy Powell, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

R. B. White.....Chairman
F. M. Conner.....Trainmaster
E. C. Sappenfield.....Trainmaster
H. F. Passel.....Division Engineer
J. T. Clemmons.....Supervisor
E. Boas.....Master Mechanic
E. I. Partlow.....Road Foreman of Engines
D. J. Curran.....Agent, Indianapolis
E. A. McGuire.....Claim Agent
J. B. Fisher.....Engineer
S. I. Bickerton.....Fireman
V. P. Tague.....General Car Foreman
J. L. Graef.....Agent, Connersville
Wm. Morgan.....Conductor
T. L. Hadden.....Yard Conductor
J. A. Mercer.....Brakeman
R. S. Powers.....Machinist
H. G. Hogan.....Machinist

Operator H. D. White, in the superintendent's office, is the proud father of an eight pound boy which arrived September 29th. This future telegrapher has been named Kenneth Charles.

Fred Ellison, stenographer in the superintendent's office, has resigned to accept a position with the Big Four, and Darrell Wendling has taken his place.

We regret to announce the death of Mrs. L. F. Ludlow, wife of conductor L. F. Ludlow of the Springfield Division. Mrs. Ludlow died on the evening of October 8th, after a very short illness.

Operator H. M. Clark, Moorefield yard office, is the proud father of a nine pound baby girl.

Moorefield yard announces the wedding of William McDermott, yard conductor. Mr. McDermott failed to take a leave of absence for this momentus event, much to the dissatisfaction of the extra men.

Don Lynch, day yard clerk of Moorefield, announces the birth of a ten pound baby girl at his house. Mr. Lynch seems to be as pleased as Punch.

William Allen, day yard clerk, State Street, has been granted a leave of absence, and it is rumored that he expects to return with a wife.

J. W. Cummins, agent, Yale, Ill., has been appointed postmaster at that point, and has resigned his position as agent and operator at Yale. Mr. Cummins entered the service of the old P. D. & E. as agent at Hunt City, March 3rd, 1894, and has been agent at Yale since July 6th, 1897. A. G. Kay has been appointed agent at Yale in place of Mr. Cummins.

G. M. Manaugh, who has been the agent at Westfield for several years, has been transferred to Camargo as agent at that point, the position at Camargo being made vacant by the appointment of E. D. Harshbarger as relief agent on this division.

J. H. Graham, baggagemaster, has started on an extended trip through the west and southwest in company with Mrs. Graham. This is the first vacation Mr. Graham has taken in eight years.

Patricia J. O'Brien, secretary to superintendent White, has returned from her annual vacation, during which she made a trip to Chicago with Miss J. Edith Dennis, trainmaster's clerk.

SANDY VALLEY & ELKHORN RAILWAY

Correspondent, George Dixon, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

H. R. Laughlin.....Chairman
A. W. White.....Engineer Maintenance of Way Department
D. W. Blankenship.....Section Foreman
C. C. Lough.....General Foreman
S. H. Johnson.....Engineer
E. Cassidy.....Fireman
J. M. Moore.....Conductor

Engineer A. W. White and wife have returned to Jenkins after spending ten days with relatives and friends in the Shenandoah Valley.

Howard Stephens has been appointed dispatcher at Jenkins vice E. E. Kitchens, resigned. Mr. Stephens was formerly employed by the M. & O. at Jackson, Tenn.

J. J. Roach has been appointed general foreman at Jenkins vice C. C. Lough, resigned.

E. G. Bond, cashier at Jenkins, spent his vacation with relatives in Mobile and New Orleans.

Engineer H. L. Burpo is visiting friends in Cincinnati.

Supervisor Gaherty and general boiler inspector O'Brien spent several days during October looking over the motive power on S. V. & E.

EARN A ROCKER EASY



By Selling 25 Ten-Bar Cartons of C. & R. Fine Laundry Soap

Description of Rocker No. 90226
This handsome rocker is made of hardwood, newly finished in American Quartered Oak, polished. It is of an unusually strong construction. Seat is saddle-shaped; back is curved and rises about 31 in. above floor; seat measures 21 x 20 in. Rocker is massive, rich-looking and comfortable.



Given for Selling 25 Cartons of C.&R. Laundry Soap

No Money Needed

Here is an easy way to earn a fine Quartered Oak Rocker. You don't need any money—just fill out Coupon in this Advertisement, giving two business references and we will send you this Rocker and twenty-five 10-bar Cartons of our Family Laundry Soap. You sell the 25 packages of Laundry Soap (10 bars each) to your neighbor friends at 50 cents each—send us the $12.50 within 30 days, and keep the Rocker as your reward.

C. & R. Laundry Soap has given satisfaction in over a million homes. Mrs. J. A. Clark, of Manistee, Mich., says: "Your Laundry Soap is a great favorite of mine. I wish every housewife could give it a trial—would use no other Laundry Soap."

You will find it easy to sell because of its popularity. Mrs. G. I. Yocum, of Hamill, S. Dak., says: "I received the box of Soap, also the chair; everything in fine shape. I am well pleased with the Rocker and think it is a fine premium for so little work. The soap is an easy seller."

Don't miss this opportunity—fill out Coupon now, **TODAY**, and earn this fine Oak Rocker. We take goods back if you are not pleased.

[251]

CROFTS & REED CO. Department A 578 CHICAGO

USE THIS COUPON

Crofts & Reed Co., Dept. A 578, Chicago

Please ship to my address 25 Cartons of Family Laundry Soap and Rocker No. 90266. I agree to sell the soap at 50c a box and send you $12.50 within 30 days.

Name .....

Address .....

P. O. ..... *State* .....

Give names of two reliable business men of your town (who know you) as reference.

Name .....

Business .....

Name .....

Business .....

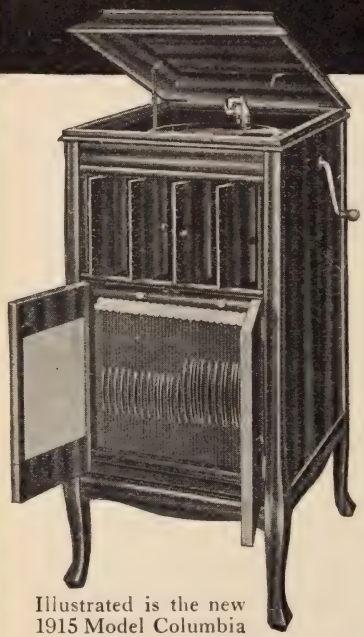
Mrs. Cora White, Brownsville, Ohio, writes:
I enclose $10 to pay for the 20 boxes of soap that I recently sold to earn my rocker. I have had very good success selling the soap, as everyone likes it very much.

Mrs. Harry Miller, Hooversville, Pa., writes:
I received my soap and rocker on the 24th of last month, and I am well pleased with the rocker, and the people that bought the soap were very well pleased. I sold the soap in a half day, so you see it sold good.

Mrs. Hettie Ewing, Watonga, Okla., writes:
Received my chair and the toilet soap on the 26th, and wish to thank you very much for the chair. I think it is fine. Also the toilet soap is nice. I had no trouble in selling it. Enclosed find money order.

Columbia





Illustrated is the new 1915 Model Columbia Grafonola "Leader," Equipped with Columbia Individual Record Ejector. Price $85; with ordinary record rack $75. Convenient terms. Other Columbia Grafonolas $17.50 to $500.

In brilliancy, clarity and fullness the tone-quality of the Columbia Grafonola is supreme. This tone-superiority is exclusively Columbia, just as Columbia *tone-control* is exclusive. The Columbia tone-control "leaves," supplanting the old double-little-door idea, give you absolute control of tone volume, to meet any acoustic requirement or personal preference.

Now comes what seems like the final refinement: the Columbia Individual Record Ejector. You simply press the button and the record comes forward far enough to be taken out, but with no chance of falling.

Important Notice! All Columbia Records can be played on your disc machine (if any standard make.)

COLUMBIA GRAPHOPHONE COMPANY

Box K418, Woolworth Building, New York

Toronto: 365-367 Sorauren Avenue. Prices in Canada plus duty.

Dealers wanted where we are not actively represented. Write for particulars.

BALTIMORE AND OHIO EMPLOYES MAGAZINE



JULY :: :: :: 1915

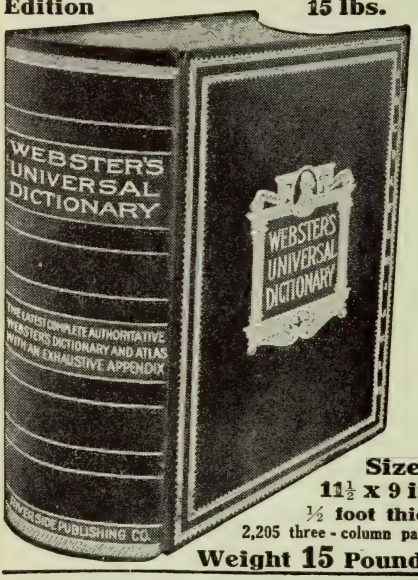
India Paper Edition

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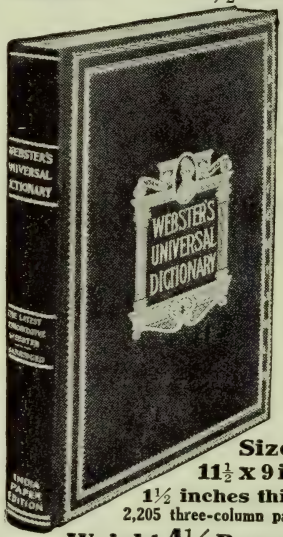
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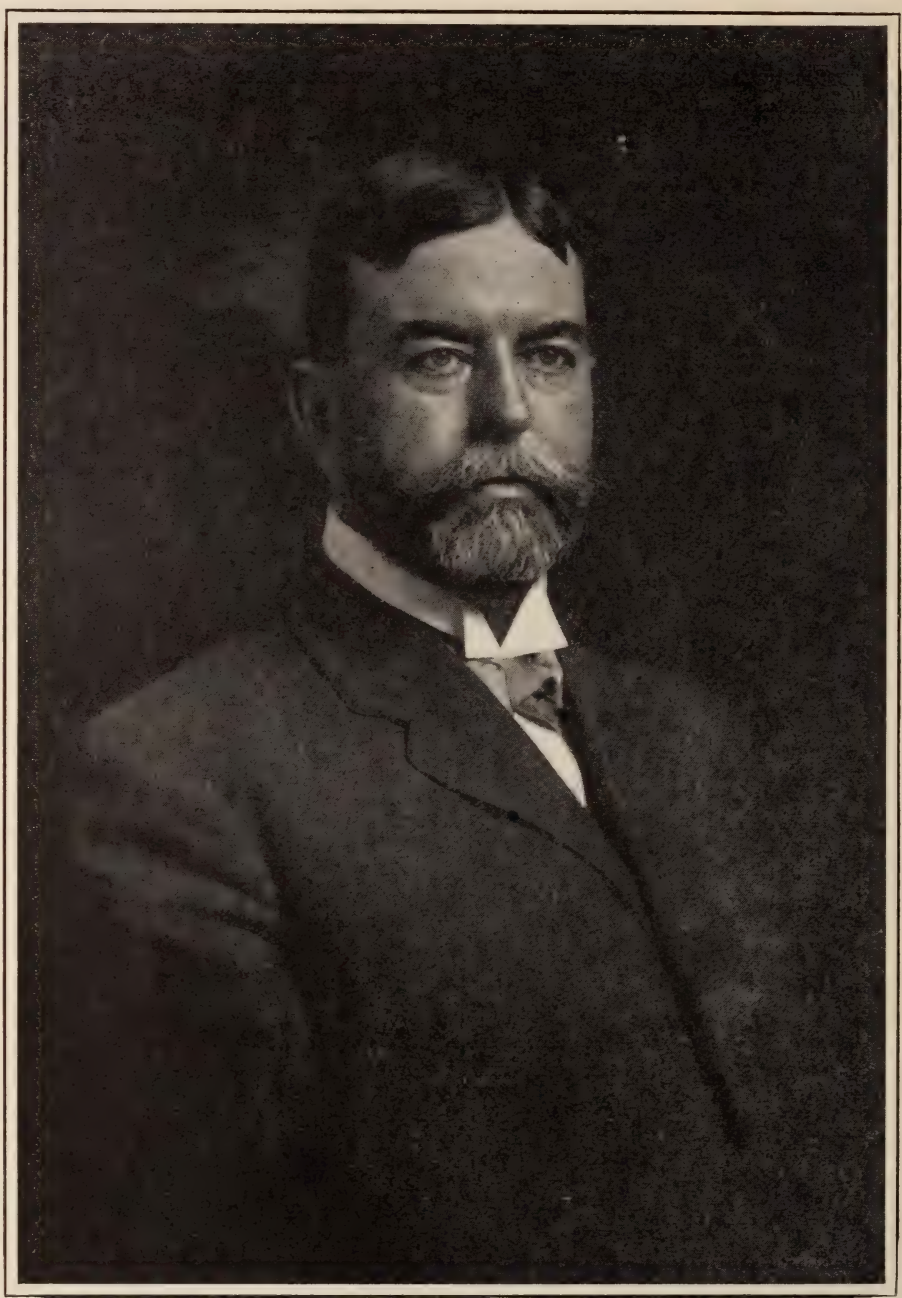
JULY 1915 CONTENTS

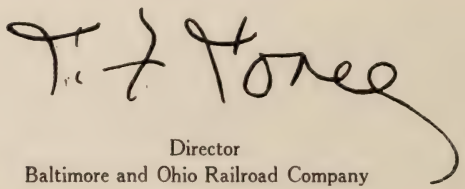
VOLUME III BALTIMORE, MD. NUMBER III

Leonor F. Loree—Director of the Baltimore and Ohio 5
Song of Steam 7
"Lest We Forget" ..... Woodrow Wilson 8
Safety Above Everything Else ..... Daniel Willard 9
"Don'ts" For Officials 12
In the Days of Villa ..... By an Employe 13
Drainage Problem in Roadbed Construction and Maintenance of Way
Hugh Wilson, Assistant Engineer 17
Welding High Speed Steel to Low Carbon Steel ..... F. S. Poole 23
Progress in Safety During Last Six Months ..... E. R. Scoville 25
Ben Wilson—Obituary 28
By the Way 30
How the Operation of One Terminal was Improved ..... G. D. Brooke 35
New Coal Dumping Machine at Toledo ..... H. W. Brant 42
"Just a Railroad" ..... William O. Freise 44
Borrowing Money—How Salaried Men Should Not Do It 45
Address of Engineer A. B. Westfall at Wheeling Division Employes' Meeting 50
Initial Season of Baltimore and Ohio Glee Club an Unqualified Success 55
Ode to Music ..... Louis M. Grice 59
Safety as it Affects Freight House Operation ..... John Draper 60
The New Somerset Station ..... P. A. Jones 62
The New Book of Operating Rules ..... B. H. Anderson 63
Editorial 66

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Director
Baltimore and Ohio Railroad Company

Leonor F. Loree—A Director of the Baltimore and Ohio

Originator of Important Innovations in Railroad Development

TO MANY readers of the Employes Magazine, the perusal of this article—the fourth in the series on the directors of the Baltimore & Ohio—will be like greeting an old friend, for its subject, Mr. Leonor F. Loree, was president of the railroad from 1901 to 1904. Mr. Loree was born at Fulton City, Illinois, April 23, 1858. He was graduated from Rutgers College at New Brunswick, N. J., in the class of 1877, where he specialized in mathematics and other scientific studies. He left that institution with an excellent preparation for the professional career upon which he at once entered as an assistant engineer in the service of the Pennsylvania Railroad Company, where he was identified with much important surveying work, and during the two years he was with that Company, he gained an excellent knowledge of the fundamentals of railroad engineering. The next two years he spent as a transitman with the engineer corps of the United States army, and from 1881 to 1883 he was employed as leveler, transitman, and topographer in the engineering department of the Mexican National Railway, making the preliminary surveys for that road from the Rio Grande to Saltillo, Mexico.

In 1883 Mr. Loree returned to the United States and again became associated with the Pennsylvania Railroad, as first assistant engineer of the Chicago Division. In 1884 he was appointed Engineer Maintenance of Way of the Indianapolis and Vincennes Division, from which two years later he was transferred to the Chicago Division, where he was Engineer Maintenance of Way until 1888. For another year he was engaged in like capacity on the Cleveland and Pittsburgh Division of the Pennsylvania Lines west of Pittsburgh, of which division he became superintendent, until January 15, 1896, when he was appointed general manager of all the Pennsylvania Lines west of Pittsburgh. While in charge of the Cleveland and Pittsburgh Division he devised and applied the arrangement of "lap passing tracks" with numbered switches, and worked out a system of train dispatching that greatly facilitated single track operation.

In this position his application on a large scale of the principles of railway construction and operation quickly gained for him a national reputation. Tracks were straightened, grades were decreased, yards and terminals were enlarged and

readapted, construction in general was inaugurated and carried out on a massive scale, methods of operation were analyzed and revised, enhanced care was given to the selection and training of employes, with the result that the system was fairly able to cope with the tremendous and unforseen rush of traffic that followed the resumption of business activity in 1898. A marked contribution to this end was the adoption of the modern freight cars with greatly increased capacity, and of the modern locomotives with greatly increased tractive power. The practice in regard to these constituents of equipment had been practically stationary since 1884.

While general manager, Mr. Loree projected and established the first organized railroad police force in the United States, enlisting the services of Josiah Flynt Willard in perfecting its organization and in testing its effectiveness. Within less than a year that expert in knowledge of the underworld reported that tramps, hoboes, yeggmen and their kindred had designated the Pennsylvania line as a "closed" route.

In a discussion of the American Railway Association, Mr. Loree took an advanced position on the formulation of the train rules, insisting that a separation be made in the rules prepared for single, double and more than two track operation, and was sustained by the Association, which at the next election made him its president. During his term, which began in April, 1899, and was renewed in April, 1900, he successfully urged the adoption of a standard box car and inaugurated the movement that led to the adoption of the per diem charge for car hire in substitution for the old practice of a mileage rate. As president of the American Railway Association he attended and addressed the International Railway Congress in Paris in 1900, securing the selection of Washington, D. C., as the place of meeting in 1905. As reporter for the United States he submitted a paper upon the economical capacity of freight cars.

On January 1, 1901, Mr. Loree was elected fourth vice-president of the Pennsylvania Lines west of Pittsburgh, and on June 1st, of the same year, president of the Baltimore & Ohio Railroad Company. The operating organization of that system was at once overhauled. New yards were developed and constructed at Keyser, Connellsville, Holloway, New Castle and Fairmont. He originated, established and developed the Baltimore & Ohio system of disbursements accounts, which was soon adopted by the Pennsylvania and other companies, its especial characteristic being the establishment, in addition to the bookkeeping entries necessary to check income and outgo, of a systematic register whereunder units of performance are traceable to the responsible officer, thereby providing a record for comparison and a test of efficiency. He projected and constructed the great piers of the Baltimore & Ohio Railroad at Canton on Chesapeake Bay, and instigated various movements for the improvement of the harbor and expansion of the commerce of the city of Baltimore. He had constructed the first articulated locomotive used in America, on which was applied, also for the first time in America, the Walschaert valve gear. This locomotive, which was of the Mallet type, when constructed in 1903, was the largest locomotive in the world. He invented and, in connection with superintendent of signals Patenall, developed the upper quadrant system of signalling, now standard for use on all the roads in the United States.

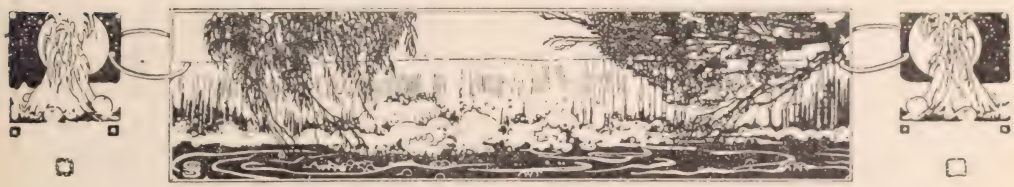
On January 1, 1904, he became president of the Rock Island Company and chairman of the executive committee of the Chicago, Rock Island & Pacific Railway Company and St. Louis & San Francisco Railway Company, resigning on October 4, 1904. He then spent a year and a half, for the greater part in Europe, in well earned and highly needed rest.

Upon returning to active service, Mr. Loree's administrative ability was again quickly demonstrated by his rehabilitation of the Kansas City Southern Railway, and by the development of the Delaware & Hudson Company, which he successfully brought, under untoward conditions, through a period of depression.

Mr. Loree's career has been marked by repeated contributions to the efficiency and progress of the railroads as a whole, in that spirit which prompts railroad officers, like physicians, to give for the benefit of all, without thought of pecuniary reward, the achievement of each one in the advancement of the profession. It has also been marked by a perception of the necessity for a broadening intercourse between the administrators of the railroads and the public they serve. Even before he was a division superintendent Mr. Loree was president of the inter-company associations of the Pennsylvania lines, which he often addressed. While general manager of that system he delivered papers before the University of Wisconsin, his *alma mater*, and other institutions, and in later years he has spoken on various occasions on behalf of the railroads, always with earnestness and a fullness of knowledge.

On April 24, 1913, Mr. Loree was chosen chairman of the eastern group of the Presidents' Conference Committee, Federal Valuation of the Railroads in the United States. He is also a member of the Railway Executives' Advisory Committee on Federal Relations.

Mr. Loree was elected a director of the Baltimore & Ohio on November 16, 1908, and is a member of the executive committee of the board.



Song of the Steam

By Chart Pitt

In "New York Times"

I hide in the crystal fountain,
And the waves of the restless sea,
But no man knows my subtle might,
Till the flames have set me free.
I have toiled through the starless watches
Of the bitter, storm-bound night—
But I brought the good ship safely in
To the guardian harbor-light.

I flung defiance to the winds,
As we raced across the brine,
I swung the dread armada
Into deadly battle-line.
I serve a world without reward,
And mould the nations' fate—
A fellow-servant of the poor,
A vassal of the great!





"Lest We Forget"

Extracts from the Address of President Wilson to the Newly Naturalized Citizens at Philadelphia

"You were drawn across the ocean by some beckoning finger of hope, by some belief, by some vision of a new kind of justice, by some expectation of a better kind of life.

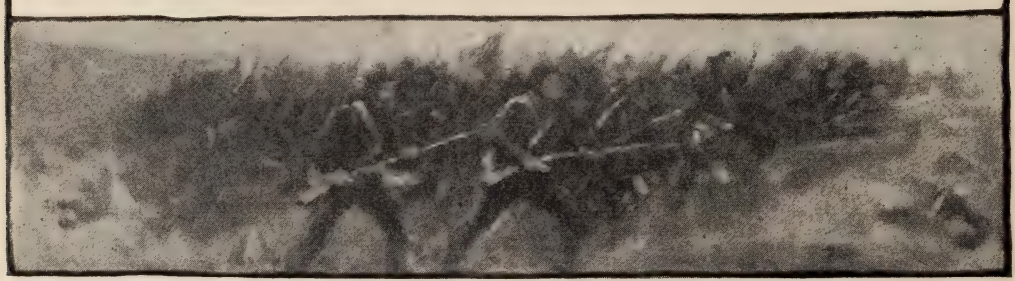
"No doubt you have been disappointed in some of us, some of us are very disappointing. . . . No doubt what you found here didn't seem touched for you, after all, with the complete beauty of the ideal which you had conceived beforehand.

"But remember this, if we had grown at all poor in the ideal, you brought some of it with you. A man does not go out to seek the thing that is not in him. A man does not hope for the thing that he does not believe in, and if some of us have forgotten what America believed in, you, at any rate, imported in your own hearts a renewal of the belief. That is the reason that I, for one, make you welcome.

"If I have in any degree forgotten what America was intended for, I will thank God if you will remind me.

"I was born in America. You dreamed dreams of what America was to be, and I hope you brought the dreams with you. No man that does not see visions will ever realize any high hope or undertake any high enterprise.

"Just because you brought dreams with you, America is more likely to realize the dreams such as you brought. You are enriching us if you came expecting us to be better than we are."



Safety—Above Everything Else Among the Ends to be Sought in the Operation of a Railroad

By Daniel Willard, President

The following address was delivered by president Willard just after the inception of the Safety Campaign on the Baltimore and Ohio. It tells vividly the temptations to violate the safety rules that came to him as a man in the ranks. And the experiences he gives are so human, the pictures so clear and the arguments so convincing, that it is by all odds the strongest plea for Safety ever made in these pages. No employe of this railroad can afford not to read it.—*Editor*

I AM glad to see so many Baltimore & Ohio men here tonight, and surely the president of the Company ought to appreciate an opportunity any time to meet so many of his fellow employes.

I am very much interested in the matter of Safety, which I believe, is the chief subject for discussion this evening. I do not know just when this particular move started on the Baltimore & Ohio Railroad. I know we talked about it in a more or less indefinite way at a number of different times and, I knew, of course, that the matter was receiving consideration by the officers, but I did not appreciate what had actually happened until one day a short time ago when I received a report from the Committee, *and I have never read since I have been in the railroad service, a more interesting report than the particular one I have in mind.*

It was in the nature of a consolidation of the various reports sent in to the Committee by the Safety Inspectors on the line. I found in the reports reference to many things I have been talking about for years, and I also saw therein, recommendations and comments just such as I, personally, have been making. I was especially glad to find, upon reading the reports, that such a deep interest had been created among all classes of employes in this particular thing, which, of course, is bound to exert a good effect upon the Company's treasury, but best of all, as it seems to me, is going to save men from being disabled, from having their earning power crippled, and save their families from the suffering and trouble which might ensue in case the principal earner of the family should in any way be incapacitated.

I made inquiries then and I was more than pleased to find the shape the movement had taken, that an actual organization had been worked out and that a Committee of men had been appointed, selected men all of them, and that a badge had been adopted; *and I want to tell you now in all seriousness that I never in my life wore any badge of which I felt prouder than the one which I have in my coat lapel here tonight.*

I can think of no motto better for men in the railroad service, nothing that will appeal more to those who ride on our trains, than this thought; that it is all the time Safety that is first in mind on the Baltimore and Ohio Railroad, men and Company. I know that the question is one of such importance that we are certain to have the hearty support of all.

It has been suggested, at times, that the men themselves are not always interested in this matter. I am disposed to take exception to that. I know it happens on many roads, and undoubtedly it

happens here oftentimes, that men in the ranks have good ideas in certain directions about how its work should be done, or good ideas in regard to something that may make for Safety. They make their suggestions to the officials and sometimes they—the officials—are too busy to listen patiently and their suggestions pass without much consideration, and it may be that the men think their suggestions are not desired. On that account it is said that the men are not encouraged as much as they should be by the officers. I feel quite sure from the encouragement this movement has been given, that it cannot be said the officers have not cooperated in this particular matter.

If there is any one thing on the railroad where the interests of the officers, stockholders and employes of every rank should be the same it is in this one particular move—to make *Safety First.* It is better for the men, it is better for their families, it is better for those who use the road, it is better for those who own the road and better for all of us. *The Company wants to do, and will do, everything it can to support this movement.*

First of all the management, speaking through the president, says that it wants the element of Safety *to take precedence over any and everything else at all times and in all places.* There is no stronger or broader way in which I could state that proposition.

In the case of our passenger trains, that most important branch of the service, the instructions are as clear and explicit as they can be drawn, first of all and above everything else, the safety of the train and the passengers on it; second, comfort and third punctuality.

When it comes to the question of the men themselves, I shall refer chiefly to those men engaged in the more hazardous branches of the service, the trainmen, yardmen, enginemen, those having to do with moving trains. It is sometimes said, that the men would like to do things which would make their employment more safe, but they feel that if they do, their work will be retarded and they will be criticised by the officers.

For instance, the men used to say, in the days when we had the old link and pin couplings, that they were obliged to take chances in making the couplings because if they did not do it they would get in bad standing with the Company and would be criticised by its officers. I know, from my experience, that it was not half so much on account of their being criticised that they would take those risks as it was for fear that some of the men on the ground working with them would laugh at them or say "you better go and get a fish pole to hold the link."

When I was braking a freight train at the time the link and pin couplings were used, I have made the couplings, as many men in this room have done, when I held on to the hand rail with one hand and got under the train or car and made the coupling when the cars came together so hard that they would snap off the head of the old drawbar, which was absolutely in violation of the rules of the Company I was working under.

Why did I do it? Because I wanted to show off a little bit—I wanted to do what I had seen some of the older and equally foolish men do, because I thought it was smart. It is not true, in all cases, that men take chances because the officers insist upon their doing so, or even that the men themselves think that the officers want them to do so, but men in railroad service take chances in the same way, and for the same reason that aviators or men on flying machines take unreasonable and foolish chances, to show off in order to win applause, and they pay for it, in many cases, with their lives. They do not like to miss a coupling any more than the man in the office wants to have a misspelled word found in what he has written, or any more than an engineer wants to make a bad stop.

I remember a particular incident which illustrates what I say. In the old days when the link and pin coupling was still in use a young friend of mine was in the yard coupling up a train one afternoon and as it happened to be on a holiday, a lot of young fellows and girls were on a nearby bank watching the operation. My young friend thought he would give them a little bit of what he might call "fancy work," and as the cars came together instead of making the coupling

with his hand or a stick as he should have done, and wishing to do something unusual and "classy," as we might say, he took hold of the car with his hand and held up the link with his toe, but unfortunately his toe got caught in the link and he could not get it out and he lost the end of his foot. He was not told to do this; he did it because he thought he was doing something rather out of the ordinary. He thought by doing so he would win the applause of his fellows. There are lots of things done and risks taken in just that spirit. He was not a bit worse than lots of other men who do similar things which are equally foolish. *I want to discourage the idea that you are expected by the officers of the Company to do anything that is not safe in performing the work that you are expected to do.*

So far as I represent the management I want the men to feel that in the matter of their line of work they are to take time to do it as safely as possible. It does not mean by that either that their work is going to drag or that they are not going to be able to do as much as we expect them to do. The day of the link and pin coupling has passed, but our reports still show that many men get injured and lose their fingers from time to time by getting them in between the cars as they come together when they are pulling open the coupling.

We would rather that the cars come together and go back again any number of times in order to give you time to open the couplings rather than that you should be injured, and we would say this from a purely selfish reason, if for no other, for we would save money in the long run. Whenever an employe loses an arm or gets hurt it costs the Company something and it would be cheaper if he would take sufficient time to do the work and save himself from injury; and so I say we would rather that you did that if for no other reason than the selfish reason of saving the Company money. Of course, there is the humane side, which is of much greater importance. I want to say to you that we do not want you to hurry at any time when by so doing you will jeopardize life or limb. I cannot state it any stronger than that.

There are a great many other ways, in addition to coupling cars, in which men can be injured. Switchmen working about engines do things not because they are required to do them but because it means applause. I have done it. I have stood between the rails as an engine came toward me and jumped on the footboard when the engine was going at the rate of ten or twelve miles an hour. It was foolish, absurd, wrong, wicked; it was unjust to those depending upon me. There was absolutely no reason in the world why I should do it. I might just as well have caught on to the rear end. I would have got to my destination nearly as quickly and would very much more likely have got there safely.

When you men do those things do not deceive yourselves by thinking that you are doing it because you are expediting your work. You are doing it often-times in order to gratify this idea, that you are doing something just a little bit 'smart.' You would not want somebody who was there to say to you 'sonny, you better go and get a baby cart to ride in; why don't you jump on the front end.' It is because of this that men do a great many things which jeopardize life and limb. You ought not to do it. In the old days, in a group of twenty or thirty railroad men, you would find one with an arm gone and many with more or less fingers shortened. There was a time, I venture to say, when the loss of a finger was looked upon somewhat the same as a badge of honor; the man had been to the wars and carried scars.

We do not want that today. We do not want you to do that. We do not want you to take chances in any way that will impair your efficiency by the loss of any vital part.

Now I am not going to go into the details as to the things that should be done to promote safety. I will, however, say this in that connection. This Committee which has been appointed *has the strongest possible support of the management.* We encourage them and want to do so in every possible way. I know that one of the best ways to give them encouragement *is to take into consideration their recommendations* and do the things they re-

commend whenever it is possible and practicable to do so. I want to assure you that the management is not only willing to do this but anxious to do it and will do it.

I know it will come about at times that this Committee will make recommendations in the interest of Safety which will cost forty or fifty thousand dollars, or even more, to carry out, and it may be that we will not be able, in all cases, to make such expenditures as promptly as we would like, but where one expenditure of forty thousand dollars or even of one thousand dollars is necessary in the interest of Safety, there will be found at least one hundred different ways in which Safety may be promoted with little, if any expenditure, and those are the particular cases to which we want to give prompt and special attention, and if we do all of the things that can be done in this connection, which really cost little, if any, actual money, we will have, I am sure, improved the situation very greatly. While we may perhaps be excused from doing, at once, some things which mean large expenditures, we cannot be excused for delay in the doing of those things which cost little, if anything, in the way of immediate outgo, but which, if done, mean so much in the aggregate.

For instance, I knew of a brakeman losing a hand by stumbling over a rail left between the tracks. You might think that a rail between the tracks is not a serious thing, and that if a man were to fall over it he would not do much damage to himself, and perhaps in a great many instances that would be true, but when a man stumbling over a rail falls and he loses his hand, then it becomes a serious matter. *You cannot tell what may happen from just such apparently trifling neglect as that.*

I knew a man who fell off a locomotive and was very seroiusly injured because the fireman did not keep the deck clean, and I want to say this to those who work on locomotives: there were a lot of things that used to make me angry when I worked on a locomotive. One was to pick up an oil can which had not been wiped, and which was all covered with oil. But the thing that made me madder than anything else was to get a fall because the fireman did not keep the deck clean. Any man who rides on a locomotive will appreciate that as much as I do. He may not appreciate it perhaps until he has had a fall and has been seriously hurt.

I want every man in the room and every employe on the road to give this Safety Committee the best support he can, and as an employe speaking for employes, I am going to say for you to the Committee—*we will do all we can to help you in your work.*

DON'TS FOR OFFICIALS

(C. E. Carson, superintendent of the Ft. Dodge, Des Moines & Southern, has compiled the following list of "Don'ts" for officers, which apply not only to railway men, but to men in authority in other lines)

"Don't nag. Many a good man has been nagged into inefficiency.

"Don't humiliate a man by advertising his shortcomings from the housetops, but quietly point them out to him. He will lose an arm for you.

"Don't treat your men as if they belonged to the kindergarten class. Chances are they are better posted than you are.

"Don't be afraid to compliment an employe for some commendable service.

"Don't forget that where some of your men are making mistakes that cost dollars, you may, by pursuing a mistaken policy, cost the company thousands.

"Don't forget that a man who is made out of the right kind of stuff will resent a brutal call-down, and you should not complain if he knocks you down.

"Don't forget that a man who will stand for a 'cussing' because of some mistake or oversight is not the kind of man who is able to help administration. He should be fired.

"Don't forget that while you are checking everybody else up it might be a good thing for you to make a careful inventory of yourself.

"Finally: Let each action be sweetened by a little of the milk of human kindness. It will cause you to have pleasant recollections after you have been laid on the shelf and enable you to look your old associates in the eyes."



In The Days of Villa

Being the Truthful Account of the Experiences of an Employe of the Baltimore & Ohio in Mexico in the Spring of 1914

I USED to think I was a brave man, in fact I am of the same opinion still but there are degrees of bravery just as there are degrees of everything else. For example, a well can be deep, a river deeper and an ocean still more deep than either of these two. Elliott's bravery, however, was of the subterranean kind; you can never bring up bottom.

When things began to get hot he whistles, and when one's life is actually in danger, he laughs. It is quite true he brought me a hundred and fifty miles through a country swarming with armed and bloodthirsty Mexicans, but that was due to two reasons; first he looked and spoke the language like a native and, second, he had double reinforced and steelbound dumb luck. Reason and brain had nothing to do with the matter, as you will agree with me after reading this.

Following this brief and unflattering description of my comrade you will perhaps understand a little of my sensations when late one March afternoon we passed through the last field of cane and looked down into the Barranca de Tepic.

Cute little curls and spirals of smoke marked the last spot where we had camped and cuter little half naked Greasers were pawing over what had once been our cherished lares and penates. We had a good view of it with the setting sun at our backs and still high enough to clearly illuminate the broad valley of the Barranca.

The kitchen tent had been the first to go, naturally. And with it had gone our little Chink cook. I have often wondered whatever became of him. Sometimes even now I hear his voice, "Mr. Klansitman (transitman), how you likee beef steak?"

Elliott had begun to whistle, and, recognizing the symptoms, I pulled him back under a banana tree which sheltered the usual crop of coffee plants. Through these we watched the proceedings. In a few minutes my mozo appeared with a new Berger instrument I had purchased a few months previous and, to the infantile delight of his fellows, proceeded to smash it to flinders on a convenient boulder. How I loved my brown brothers at that minute.

The drafting tent was the last spared. Its stretched-tight, dried-out canvas flared up and was gone, leaving the bare uprights and ridgepole standing like a blackened scaffold.

"Elliott," said I, "we must have revenge. Under the blanket on my cot was the last and only five hundred dollars I have in the world. Somebody's going to smart for its loss."

"And I," replied Elliott, with a whimsical shrug of his shoulders, "have lost my only other shirt and the picture of my best girl."

At that I felt a little ashamed of myself. Elliott had been on the job for over two years and was saving up to get married. As the banks in Mexico at that time were simply institutions for the accommodation of the upper dog, it was dollars to doughnuts he had lost twice what I had.

"Let's see how we're fixed to get out," I said, more to change the subject than anything else. After careful search we found between us the sum of fifty dollars, Mexican, or twenty-five dollars gold, plenty of matches, smoking tobacco for four days, an old time forty-five calibre revolver with a barrel nearly a foot long. I never carried a gun as the steel caused the magnetic needle of the transit to deviate from the true north. With the revolver Elliott had thirteen cartridges.

"Thirteen strikes me as a bad omen," said Elliott, "do you believe the number unlucky?"

"It is possibly not the finest rabbit's-foot in the world," I answered, carelessly.

"My own opinion exactly," and before I could stop him he had thrown himself prone on the bank and, picking out the liveliest of the lively natives, let drive with his miniature cannon. Either that Greaser possessed a sponge body and a true ivory skull or he's gone to his reward. Twice more Elliott cracked down, once with a clean miss, but the other time scoring a bull's eye.

I've said my say about being brave, so we'll let it pass with the simple statement that at this point I beat it. Below us the Barranca was beginning to hum like a disturbed beehive with a few of the advance guard in the shape of bullets singing over our heads. Presently Elliott came pounding along behind me, grinning as cheerfully as though he had done a very clever thing.

"He'll be wanting me to congratulate him in a minute," I grumbled to myself thinking of that hundred and fifty miles between us and Guadalajara. We had as much chance now of getting through as a snowball in--er--South America.

We outran them, however, and arrived in Tepic early the next morning before any of the town people were astir. Here we went straight to the Bola de Oro, a hotel we had previously patronized, and for half our money, which we swore was all we had, were smuggled into a room on the lower floor.

That evening the proprietor brought us two packages of food and two suits of clothes in exchange for those we wore. One of these suits was such as could be worn by a Mexican gentleman (God save the mark!) while the other was a servant's, consisting of coat and trousers on the pajama order and a pair of sandals.

The better suit Elliott calmly appropriated to himself with the remark that "as I spoke Spanish as though my mouth was full of mush and looked like a German sawed down the center (my figure is on the willowly order) it would be better for him to be the boss."

As he weighed forty pounds more than I did and was already wearing the suit, I readily acquiesced in the arrangement.

We left that night on the second leg of our long hike. The railroad, just completed, would have been easier but some patriotically inspired rebels had torn it up and the stage wasn't safe, so we relied on that famous "pinch hitter," Nancy Hanks.

Until daylight we kept steadily at it, my only recollection being the plaintive airs Elliott hummed and my own itching caused by numerous inhabitants of the clothes the former occupant had forgotten to take with him. He left them hungry, too.

Several times during the night squads of cavalry swept by us, but the beating of hoofs gave us ample warning and we were always safely esconced when they passed. As the sun came up we left the dusty highway for a shady hillside where we consumed part of the lunch and then took turns sleeping and watching until night fell again.

The first part of the third night passed uneventfully. We tramped steadily on while the tropical moon shone down like a silver stream and sleepy parrots squaked querulously. Armadillas, like knights of old, creaked and jangled about us,

deer fled through the cane with a tremendous crashing at our approach. The whole world appeared alive with animal whispers and movement.

I had just about decided it was time for our midnight meal when a light appeared in front of us. Using the utmost caution we crept closer. It proved to be the camp fire of a company of rurales who had come from the opposite direction on the chance of picking us up. A meal was cooking on the fire and its appetizing odors fairly made our mouths dribble. There were tortillas, a soft corn cake, round and flat; blancos bubbling in a large pan, lache (milk), carne in the shape of a whole flock of picked chickens and quarts of light Mexican wine.

I was sniffing so heartily that a gnat flew up my nose and I sneezed. "Good for the bug," grinned Elliott, "now if we are hung, drawn and quartered, don't blame me. Follow."

I think I would have been excused if I had turned tail and run. Certainly my legs were willing but there was a kink in the back of my brain which shamed me into following where another man led.

A subtle change had come over Elliott. Formerly he had been tall and broad with frank grey eyes and a daredevil smile; now there was something else. In the short walk between our hiding place and the camp fire he acquired a certain dignity. There was nothing of the happy-go-lucky boy about him but much of the polished Castilian grandiosity so dear to the Spanish heart. James K. Hackett could not have taken the character better.

"Buena Noche," he saluted the young captain, sweeping the ground with his sombrero.

The entire troop had risen at my sneeze and were alertly on guard. In the shadows the troopers were fingering the butts of their guns.

"Your business," growled the captain, drawing his five foot four to its greatest height and trying to speak gruffly through a downish moustache.

"Unfortunate travelers, captain," said Elliott, with a graceful wave of his hand. "You see before you Senor Bascasio Ortiz, of the Hacienda Domingo, and his servant. Some miles back we were waylaid and robbed. Those accursed gringos did it, stripping us even to our skins. We saw your fire, and, knowing well the far-famed hospitality of you rurales, came to beg a bite to eat."

"A likely story," sneered the captain; "you come from nowhere with nothing to prove your assertions. You might be bandits or even the gringos themselves. I'm of a mind to"—he hesitated and several of the troopers moved closer.

"When the dogs of a country are mad what must their masters be?" challenged Elliott.

The saying is as old as Cortez' time. It means but two things, apologize or fight. By one stroke Elliott had put the captain in the predicament of arresting us at once or accepting us as his guests. Would a guilty person have so suddenly forced the issue? Evidently the captain thought not.

"Judge not the masters by the dogs," he replied, using the alternative, which meant peace.

"Now sit down and eat," he continued hospitably, moving over so that Elliott could share his log. As for me I made haste to get into the shadows where my hair would not show. Blondes are not popular in Mexico.

It was the best meal I've ever eaten. Elliott ate heartily and so did I—after a fashion. Occasionally my rodman would toss me a tortilla or an egg which it was necessary to catch on the fly, for the light and the fact that I was masquerading as a servant kept me from approaching closer to the fire. Sometimes when we had a particularly choice piece of chicken Elliott would make as though to toss it to me, change his mind and eat it himself, grinning. And all the time I was in a cold sweat to be away.

During the intervals between mouthfuls he entertained the captain with a lurid description of our being robbed and drew sketches of the robbers. According to his account the one American was an Adonis, an Apollo, and a Mars all rolled into one, while I—but no man is compelled to incriminate himself. Only if my mother could have heard Elliott's opinion of me, expressed so loudly I couldn't help but hear, she would have

strangled me at birth. He certainly was enjoying himself.

When we left, the captain embraced Elliott like a long lost brother. He even offered to lend us horses to reach our mythical plantation, but for obvious reasons we refused. The sound of a horse's hoof, a whinny at the wrong time, and we were lost.

Nothing unusual happened during the two nights that followed. There were, of course, narrow escapes, tired feet and empty stomachs but nothing worthy the chronicling.

At El Trapachio, twenty miles from Guadalajara, we had our last adventure. Against my remonstrances Elliott chose to go to the hotel, where we could secure at least one night's fair rest. I am naturally a believer in human nature and to this day I do not think the landlord of that hostlery was responsible for what follows. He was round and fat with a jovial laugh and a pronounced love for Americanos. Also he gave us beer with our meal and refused to take any money for it. This, too, in a country where beer is worth a dollar a bottle!

We slept that night on clean beds in a large room on the ground floor opening into the street instead of into the interior court, as is usually the case. I will never forget that room or the sweet odors floating in through the windows, or the dusty, white square outside with its great cathedral just across the central plaza, where a band played every night. Probably at some time or other I have slept on a softer, daintier bed, but it would be hard to convince me of the fact.

Dawn was just streaking the sky when I awoke with the heavy dread on me of something wrong. Every one has probably experienced the sensation and wondered at the phenomenon. The feeling is hard to define but there it was, lying like an actual weight on my chest. I lay still, not daring to move, hardly breathing, for a long time. Then the explanation came. Someone was moving softly outside the window.

Stealthily the great wooden shutter began to swing backward, disclosing the iron bars across the window outlined against the lightening eastern sky. After an interminable time the shutter was all the way back and a head appeared in the opening. I snored loudly and peered through half-shut lids.

The head remained there for perhaps a minute, turning this way and that, making quite sure we slept. Then it was withdrawn and the shutter softly closed.

I jumped up and slipping the gun from under Elliott's head pulled on my trousers. My feet clad only in socks made no noise on the hard packed earthen floor. Outside I could hear the faint shuffle, shuffle as the soldier (his cap told me that) crept away. It took me sometime to undo the complicated bars to the door and by the time it was open the man was half way across the square. I stepped outside the door and slammed behind me. The sound brought Elliott out of bed. In a second he was beside me.

I explained the situation in a few words. The soldier now was within a few feet of the corner of the cathedral and walking rapidly.

"We'll learn of his intentions," muttered Elliott, and let out an unearthly hello. Instantly the soldier turned, saw us and raising his gun to his shoulder, fired. The bullet struck not an inch from my head, covering me with white plaster from the wall. I had no expectation of hitting the man at that distance but just the same raised the revolver and fired. The soldier, in the act of reloading his old single shot rifle, wheeled about and fell face downward.

"Quick," ordered Elliott, "come this way."

He raced back of the hotel where the stables were. A half dozen horses saddled and bridled were hitched outside. Casting hurried glances up and down the line we picked out the two best built for a long ride and untying them climbed into the saddle.

Hours later two dirty, disheveled, shoeless Americans drew up before the consulate in Guadalajara and forcing their way past doorkeeper and clerks penetrated the inner office.

I take off my hat to that consul. He was a peach. After hearing our story he furnished us with fresh linen, a bath

and shaving material, then while we set about restoring ourselves to human beings, he went out to interview the "powers that be" in an effort to keep us from jail. He succeeded, too, for the authorities were quite willing to balance the destruction of the camp with the soldiers we had put out of commission.

A few days later I was on my way to Vera Cruz, enroute to Galveston and the states. Elliott wouldn't come. He said he was having too good a time and before the revolution was over expected to be a general at least.

The last I saw of him he was standing on the platform as the refugee train pulled out. On his face was the old grin I knew. To be frank, I liked Elliott and I liked Mexico, but not that grin. It gives me the shivers every time I think of it.

Drainage Problem in Roadbed Construction and Maintenance of Way

By Hugh Wilson, Assistant Engineer
Operating Department

WITHOUT doubt one of the most important problems in connection with maintenance work on railroads is the problem of drainage. Costly errors have been made in handling such problems. Lack of good drainage prevents maintenance of a sound character, consistent with present operating standards.

The two most important elements which make good drainage are:

1st. That all water be kept away from the roadbed and structures that it is possible to keep away.

2nd. That such water as cannot be intercepted be removed from the roadway or structures as quickly and completely as possible.

Therefore in original design it is the duty of those entrusted with such to arrange as far as possible, drainage systems, surface or otherwise, to lead the water away from the roadway before it reaches it. Whenever natural physical limitations prevent such preliminary drainage it is necessary to provide means in and about the roadway which will quickly remove such water before its presence leads to trouble through saturation of subgrade, etc.

Failure to maintain good smooth tracks in locations where the soil is clay always results where necessary precautions are not taken to handle the drainag problem intelligently. Where hillsides or cuts adjacent to the tracks are of clay interlaid with strata containing gravel or sand, lack of proper drainage will cause slides toward the roadway, the magnitude of such depending upon the character of the clay and its underlying strata, and upon the amount of water allowed to percolate through it. Water allowed to reach bridge abutments or structures of any similar character may cause damage in an amount dependent wholly upon the surrounding conditions.

With respect to track maintenance problems, the main causes of poor drainage may be summed up as follows:

1. Small irregularities in the surface of the subgrade under the ballast where the character of the soil in the subgrade is such that it will hold water.
2. Building a new shoulder of clay or other impervious material, thus impounding surface water which will follow the subgrade until it reaches a sag or permanent structure such as a bridge abutment or open culvert.
3. Settlement of tracks in wet cuts or over fills during wet or thawing weather, thus forming a pocket to collect water.

4. Construction of new siding or second track, thus filling up the old ditch, which becomes a pocket or trough to collect water which will soften up the roadbed on both sides.

All of the above mentioned principal causes of poor drainage are located in the roadbed itself. The results are, rough unstable tracks and slips or slides in embankments. In cases where water gathers about masonry abutments, frost

Where physical conditions permit, surface ditches should be constructed to keep water from reaching cuts, and ultimately reaching the tracks, damaging the slopes of cuts and filling up the ditches en route. Such surface ditches must be so located that they will not be close enough to the cut to cause breakage into the cut and on the other hand must not be so far away that they will fail in their purpose.

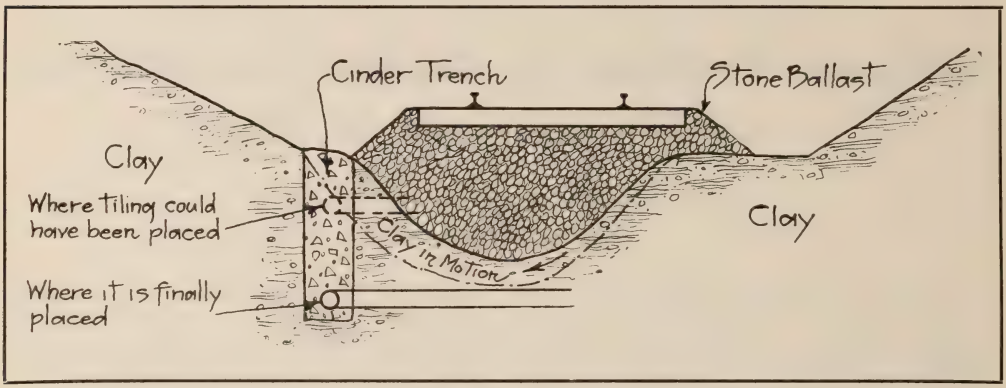


FIGURE 1

action is increased to such an extent as often to require considerable expenditure to overcome it.

The following principles should be carried in the mind in handling drainage. Drainage should be complete and thorough and such instrumentalities as are used to accomplish it must be permanent in character. No means of drainage should be established which will not be lasting. The results of using other than permanent systems are often the cause of multiplied trouble in addition to the creation of a condition which often becomes hazardous before discovered.

Very often an expensive system of drainage, calculated to prevent water from reaching the roadway, will prove more economical than a system constructed to remove water after it reaches the roadway. In the first instance the cost of the System alone has to be considered, while in the second, expensive track troubles often have to be taken care of in addition to the construction of the drainage system.

Where it is impossible to collect and carry away from the tops of the cuts with surface ditches, all of the water, it is often found practicable to construct ditches upon the slopes of the cuts which will serve to carry away the water before it reaches the tracks. Such ditches serve the double purpose of preventing erosion of the slopes and obstruction of track ditches with material washed down from the slopes.

It frequently occurs that water seeps through the soil and appears as springs on the slopes of the cuts, the origin of such water often being at some distance away and the flow being so deep under the surface that it is impossible to intercept it with drainage systems above the cut. Such seepage will often cause endless trouble if not taken care of. Such water can sometimes be taken care of by use of lateral ditches along the face of the cut; when open ditches are not practicable it is usually possible to introduce tile drains in the slope of the cut below the seepage area to collect the water and carry it out of the cut to a safe place.

A wet condition of slopes of cuts in addition to causing track trouble, if allowed to reach the track, will often cause slips or slides in the cut. Such conditions if allowed to continue often multiply the expense of securing a permanent correction.

Fills are often constructed upon unstable soil, which is, when wet, unable to withstand the added weight of the embankment. In such cases preliminary steps must be taken to prevent surface water from reaching the fill and saturating the ground underneath. This can be accomplished by the construction of surface ditches sufficient in cross section and at a proper distance from the toe of the embankment to avoid weakening the ground underneath. Such ditches should lead to a natural waterway.

Drainage to protect the bottoms of fills may be accomplished only by the use of tile or blind drains underneath the surface, carried similarly to an outlet in a natural waterway. The situation demanding this sort of treatment is one in which the original ground is soft and wet, carrying seepage water toward the fill. In such cases the tile or blind drain must necessarily be placed low enough to be below the seepage water, otherwise it will not intercept it and will not have the desired result, viz.: drying out the soil underneath the fill.

After having done all that it is possible to do to keep water away from the roadway, we still have water to contend with in the roadway itself, which originates in rainfall upon the roadway or which originates in unintercepted seepage or surface water. Satisfactory results with track cannot be achieved unless the subgrade is relieved of the effects of the presence of such water by its quick and complete removal.

Too often dependence is placed upon ballast alone to overcome the effects of moisture in the subgrade. Through stone ballast the water passes as though going through a sieve, and with gravel ballast the same is true after it becomes saturated. Thus, it is apparent that with a well ballasted roadbed, considerable water reaches the subgrade. If the roadbed is properly crowned this water will reach the side ditches without damaging the

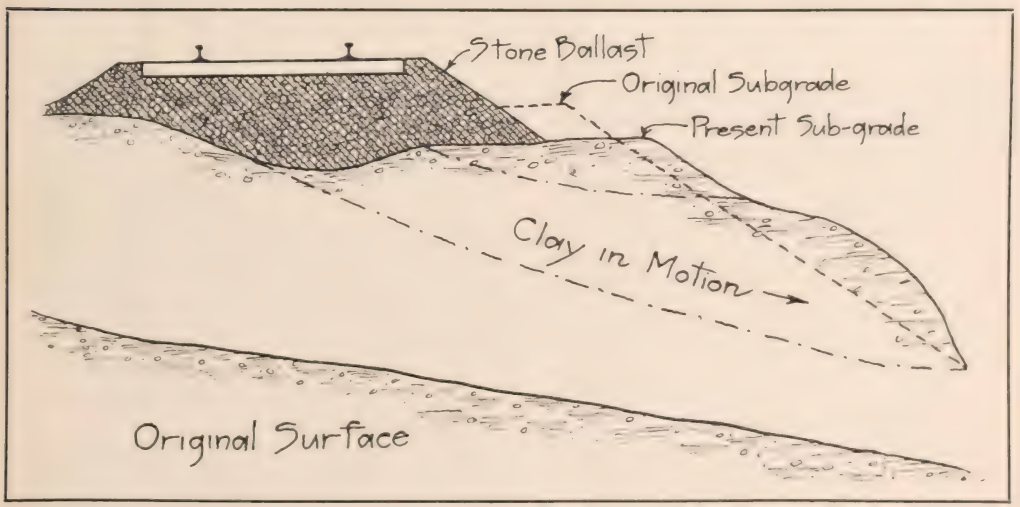


FIGURE 2

subgrade, but it is a well known fact that few roadbeds are properly crowned, nor can they be properly crowned, especially on old existing lines, which are being rebuilt under traffic.

Softening the subgrade due to the existence of too much water, quickly affects the surface and alignment of the

track. As a matter of fact on well ballasted track there can be no extensive settlement, unless the settlement originates in the subgrade, since so far as settlement in the ballast is concerned, it reaches its limit in a very short time after the ballast is applied.

Figure 1 outlines a typical condition of settlement of track in a cut due to

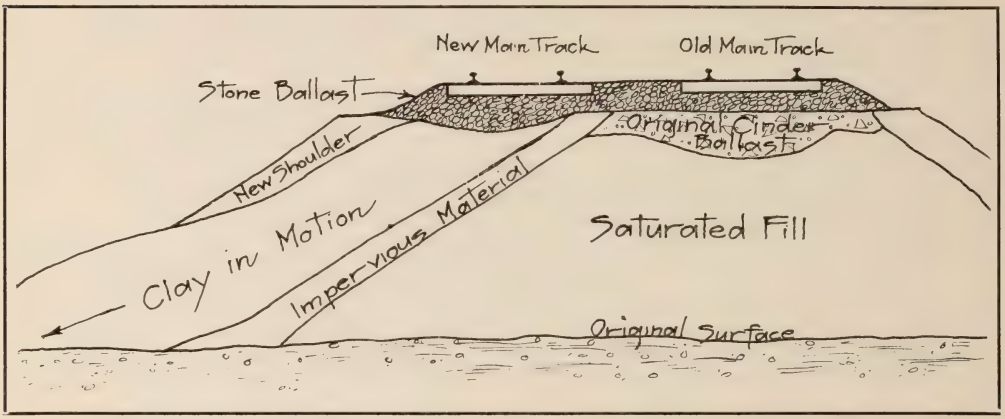


FIGURE 3

softening of the subgrade. The clay of the subgrade moves outward toward the side of the cut offering least resistance, thus filling the ditch. This condition quickly extends the trouble along the track. Raising the track with the application of additional ballast does not correct the situation but rather makes its ultimate correction more difficult.

When this condition arises the obvious remedy lies in tiling the cut; cross ditches must be dug underneath the track to locate the depth of the sink hole. Then a line of tiling must be placed parallel to the track reaching out of the cut to a safe outlet. Cross drains underneath the track must then be placed to lead the water from underneath the ballast to the side drain. An examination of Fig. 1 illustrates the necessity of early attention. The longer the situation remains uncorrected the deeper it is necessary to place the tiling in order to get proper drainage.

It is a well known fact that cinders and clay do not mix to any extent. Examination where bodies of both have been in contact will develop the fact that the clay has penetrated the cinders only an inch or so. With gravel, stone or slag the opposite will be found to be the case. The clay will work its way through the whole body of material. On account of the above peculiarity of cinders, in laying tiling, a bed of three or four inches of locomotive cinders should be used underneath as a bottom support and the tiling should be covered with cinders. In cases where the tiling is underneath track ditches the entire trench should be filled to the surface with cinders, thus facilitating entry of water into the drain. The mistake of placing tiling in ditches in clay soil without the accompanying cinder covering and bed usually results in failure in the object, due to the tiling becoming displaced and consequent failure to drain.

In placing tile drains, care must be used to get them deep enough to avoid frost action. Particular care must be used when placing tiling in subgrades to get it deep enough to be free from disturbances resulting from the load transmitted by passing trains.

It has been estimated that modern equipment causes a transmission through twelve inches of ballast of pressures upon the subgrade as high as $2\frac{5}{9}$ tons per square foot. The bearing power of clay is an extremely variable quality. The

bearing power of dry clay is 2½ tons per square foot but on damp clay this is reduced to ½ ton per square foot. These figures plainly indicate the necessity of keeping moisture out of clay subgrades, and of keeping tile drains low enough to avoid disturbances.

In sub-surface drainage systems the use of "French" or "blind" drains is often possible in lieu of tiling, especially where the length of the drain is to be short. A French drain is simply a trench filled or partially filled with rocks, through which the water will pass freely. In placing such drains in clay, cinders may accompany the rock, surrounding it to prevent mixture with clay and consequent failure to drain. Such drains may be used to lead water from soft spots in the subgrade to longitudinal drains in cuts. In cases where the subgrade shows signs of too much moisture on fills, the water may be drained out with cross trenches which can be made into permanent drains by the introduction of rocks and cinders.

Figure 2 is a fair representation of what will occur in the case of wet soft spots in the subgrade on fills. After the subgrade has been sufficiently saturated by water which collects in hollows in the surface, a break will occur in the fill and sliding motion will commence, usually making its appearance in the form of a swelling in the slope of the fill.

As soon as the surface of the track begins to indicate that the subgrade is being softened up, trenches should be dug in from the outside of the fill well below the surface of the subgrade, and such trenches converted into blind or tile drains.

The situation outlined in Figure 2 may be caused in two or three different ways. In the application of new or additional ballast on a fill, it is found necessary to build up and widen out the top to prevent the toe of the ballast reaching outward to a point outside the fill. In building up the additional embankment, if material impervious to water, such as one of the several forms of clay, is used, a dam is formed which impounds water in the center of the roadbed. In such cases the material used on top of the embankment should be loose material of a character which will permit the escape of water, the clay being used only to a point even with the original subgrade. The situation may be created by building a second track or siding and in so doing, raising the subgrade of the new track above the old subgrade. This will create a reservoir for the collection of moisture which will ultimately cause the new fill to slip or slide and often causes a softening up of the old fill with the resultant trouble.

Figure 3 is an illustration of what frequently happens, both in construction of second track on fills or the widening and raising of banks on old roadbeds. Such situations must be avoided or else suitable steps by means of proper drainage taken to prevent softening up of subgrade.

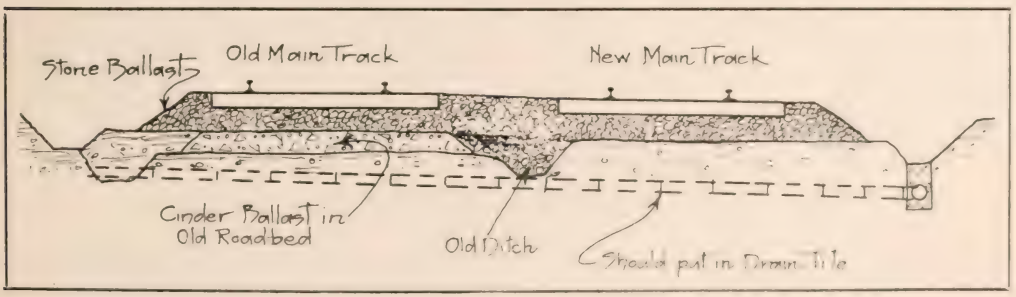


FIGURE 4

Figure 4 is an example of the usual construction of second track in cuts. In this case it is assumed that the old ballast is in such a state that it is useless and it is decided to create the new subgrade on level with the top of the old ballast. It is apparent that both of the

old ditches will become reservoirs for the collection of water unless a system of drainage as outlined is provided. The necessity is made more imperative when the subgrade is of clay or other material which holds water.

Figure 5 is an example of what may happen when the construction of second track is in a cut and upon a curve. The old ditches have become obliterated. Trackmen have worked on the track raising and re-raising and in the meantime the subgrade has assumed such shape that the only permanent cure is drainage as outlined.

The necessity of raising the tops of fills with additional material is one which cannot be avoided. Usually the material most easily available is used, this often being material taken from side ditches in cuts and which from the very nature of its existence in the ditch makes it the most undesirable material to use if it is placed in such manner as to be higher than the original subgrade. Such material should preferably be used to widen the fill below the original subgrade and material secured for top fill which will not dam up water underneath the ballast.

Slips often occur in material which has been placed on embankments to widen them out to a sufficient extent to hold ballast. These slips will occur even though care is taken to keep below subgrade and use proper material. A practice should be followed in construction of new embankments, of providing extra top width and consequent extra fill, sufficient to make unnecessary any widening of fill after settlement. The settlement can then easily be corrected by the application of a top fill of suitable material to avoid probable troubles which usually result.

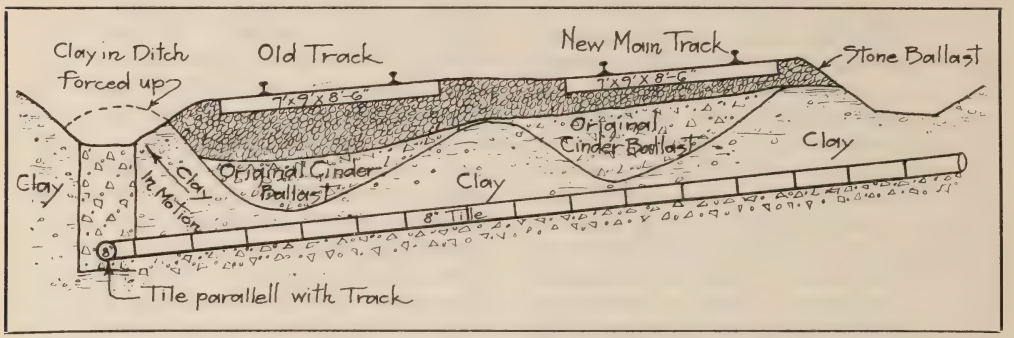


FIGURE 5

The Man Who Works In The Shop

By James F. Glace

You've always heard of the brave engineer who guides the train along,
And also of the fireman, so sturdy and so strong;
Likewise, the conductor, who signals trains to stop,
But never a word have you ever heard of the man who works in the shop.

He is the one who possible makes the sixty miles an hour,
For if he'd make a single mistake, the engine would furnish no power,
He works hard for his living, until he's ready to drop,
For a place to sleep, and a bite to eat, and his little old job in the shop.

When the whistle blows in the morning, his sweet dreams end with a sob;
Yet he doesn't swear, or mutter a prayer, for or against his job;
But straightway down to the roundhouse, where the engines roar and pop,
Where the side-rods clang, and the pop-valves bang, he hustles there in the shop.

Then here's to the skilled mechanic, the expert who works just so,
That the engineer has no cause for fear with his engine, fast or slow;
And when the last whistle is sounded, and the last signal given to stop,
On the heaven-bound line, in a day coach fine, rides the man who worked in the shop.

Welding High Speed Steel to Low Carbon Steel

By E. P. Poole

General Piecework Inspector, Glenwood Shops

ALTHOUGH comparatively little is known about the process of welding high speed steel to a low carbon steel, and although it is practiced little, the Company has several lathe and planer tools in use at the Glenwood shops which are giving just as good results as though forged entirely of high speed steel.

The greatest advantage in the use of the process tool is the saving effected. For example, high speed steel tool ¾″ x 1½″ x 10″, weight three pounds, costs, on a basis of sixty-five cents per pound, $1.95; a process tool of the same size costs about forty cents, thus showing a saving of $1.55 on the first cost.

The actual cost for the amount of high speed steel used on the above sized tool amounts to less than ten cents or less than one-fourth of the cost of the tool. A wheel lathe tool of high speed steel weighing eighteen pounds costs $11.75; a process tool of the same size costs approximately sixty-five cents, which is a saving of $11.10 on the first cost.

One dressing of a process tool is equal in service and efficiency to a dressing of a high speed steel tool. Allowing six dressings to a high speed tool, then six dressings of a process tool are equal to the life or use of a high speed tool, with a saving of approximately sixty-five per cent., because the low carbon shank is saved and used for the next dressing and the amount of high speed steel used for the weld is less than fifty per cent. of the amount of steel used or ground away between dressings on a high speed tool.

When the amount of high speed steel welded on has been ground to the limit (which means when there is not enough left for a cutting edge), another piece of high speed steel can be welded on same shank of low carbon steel in the same time required to dress a high speed steel tool of the same size.

Results obtained from the use of the process tool have proved that it is practical and economical.

There are several claims and patents on the different processes used, but the one used at Glenwood was originated about two years ago by J. P. Kane, blacksmith shop foreman. Mr. Kane was formerly at the Newark shops. Since coming to Glenwood he has equipped several machines with full sets of his process tools.

When the article printed above was shown to H. W. Johnston, supervisor of machine and hand tools, he gave us the following information in regard to this welding process:

"The welding of high speed steel to low carbon open hearth steel has been known for some time, but has not been practiced to any extent.

"The welding of high speed steel to low carbon open hearth steel, does not mean that we will use any great number less pounds of high speed steel, but will temporarily reduce the number of pounds of steel used.

"In a well regulated railroad shop, where the tool system has been thoroughly standardized, a very small amount of high speed steel is wasted. We have, by designing special tools, opened up a demand for practically every bit of high speed steel that has not been used in the past. The success of welding high speed steel depends entirely on the degree of efficiency of the weld. On tools doing work where the pressure is enormous, the welded tool has not proved a success. On modern high duty lathes and machines, this tool will not prove a success, but should be used on our old style machinery of which a majority of our railroad equipment consists.

"Probably the greatest saving on welded high speed steel will show in such tools as Slotter tools, where the body of tool is made of high speed steel. This will release quite a number of tools which are very expensive and where the tool steel is tied up indefinitely.

"Photographs would show in comparison the amount of high speed used in welding on the body of tool as compared with a solid high speed steel tool. In a welded tool the proportion of high to low speed steel is small.

"The cost is practically the same to weld steel as to forge or redress a solid high speed steel.

"This method is being investigated very carefully and reliable data taken."

The House by the Side of the Road

(Published by special request)

There are hermit souls that live withdrawn
In the peace of their self content;
There are souls like stars that dwell apart,
In a fellowless firmament;
There are pioneer souls that blaze the paths
Where the highways never ran;
But let me live by the side of the road,
And be a friend to man.

Let me live in a house by the side of the road,
Where the race of men go by—
The men who are good and the men who are bad,
As good and as bad as I.
I would not sit in the scorner's seat,
Or hurl the cynic's ban;
Let me live in a house by the side of the road
And be a friend to man.

I see from my house by the side of the road—
By the side of the highway of life,
The men who press with the ardor of hope,
The men who are faint with strife;
But I turn not away from their smiles or their tears—
Both are parts of an infinite plan;
Let me live in a house by the side of the road
And be a friend to man.

—Sam Walter Foss

Progress in Safety During the Last Six Months

By E. R. Scoville

Acting Chairman General Safety Committee

THE announcement that the publication of the Baltimore & Ohio Employes Magazine was to be resumed this month gave me an opportunity long desired of telling its readers of the great progress made in safety work since the issuing of the Safety Bulletin, January 1st, last. In that bulletin it was shown that there had been 9,256 items reported and suggestions made by the various Divisional Safety Committeemen on the System, and that 8,450 or ninety-one per cent. of them had been disposed of. The remainder were either in process of correction or were being investigated with a view to correcting the item as suggested or in a satisfactory manner to eliminate the possibility of an accident. Many of those reported as being under consideration have since been corrected. The bulletin referred to was issued and posted for the information of employes, so that they might be kept advised of the progress of safety work, not only on the division on which they were employed but on the entire System.

Since January 1st, there have been 6,253 items reported, of which 5,498 or 89.5 per cent. have been disposed of—a most excellent record considering the depression in business which has prevailed in all parts of the country during that period. The average number of items reported monthly last year was 738, while for the first five months this year the monthly average has been 1,050, showing clearly the ever-increasing spirit of cooperation on the part of employes. The fact that the safety movement is of mutual benefit is more apparent and is becoming more obvious. In the earlier stages of the work the safety movement was not being credited with many of the improved conditions. While employes observed clearances being made greater, obstructions to the view of signals and obstructions to free passage being eliminated, and no doubt feeling that these were rapidly improving conditions, the Safety Committeemen were not, in many cases, being given credit for reporting and insisting that these conditions be improved. It is a well known fact among those attending the safety meetings that authority that might not have been given in any other way, has been granted for correcting what were considered dangerous conditions.

To enable employes to keep in touch with the work of the Safety Committeemen a bulletin is being posted monthly, showing the particular things that have been done for safety each month, together with the name of the person making the suggestion. All of the items reported or suggestions made were with a view to improving working and sanitary conditions, and that employes as well as the public are now more fully realizing this fact is indicated by the spirit of cooperation and greater enthusiasm in the conduct of the work.

The fact that the safety movement has now been adopted by practically every industry, and by the principal cities of the United States, places the stamp of public approval upon the work which has been so successfully prosecuted by the Baltimore & Ohio Railroad.

Having attended each safety meeting held on all of the divisions of the System since January 1st, it has been most gratifying to note the increasing interest and cooperation manifested by the Divisional Safety Committeemen, without which the movement would not have been nearly so successful as it is today, and this affords an opportunity to express the appreciation and thanks of the General Safety Committee for the very efficient work they have performed. Safety work, however, is considered in its infancy, and the movement has come to stay. As there remains much to be accomplished, promptness in the successful accomplishment depends very largely on continued cooperation.

It would be difficult for the officers to observe all conditions which might lead to an accident or to observe all practices which might cause an injury. Therefore, employes are not only encouraged but are urged to report any condition which in their judgment might cause an accident, or any practice on the part of employes which might result in an injury, so that the condition may be corrected or the employe shown the safe manner of performing the work before, rather than after an accident occurs. These reports may be made to any member of the Safety Committee, or to the Divisional Chairman direct, and they will be given prompt attention.

Safety meetings are held once each month—and that day is assigned to the discussion of safety matters—and having reached a decision as to the best method of correcting the condition or practice the chairman of the committee directs how and by whom the work shall be done. An impression prevails among some employes that only Safety Committeemen are permitted to attend the meetings, or make suggestions. This is not the case. Any employe is not only welcome but is invited to attend and make any suggestion he may think of benefit to the safety movement, and to take part in the discussion.

Thoughtless or careless practices cause most of the deaths and injuries. This is true not only on the Baltimore & Ohio but on all other lines, as is shown by the latest reports from the Interstate Commerce Commission. The reports of personal injuries occurring on each division, which are read and discussed at each safety meeting, indicate the absolute necessity for care on the part of all employes. While safety devices have been placed on all machines in shops and on locomotives and cars, it should be borne in mind that the best safety device known is the careful man, and it is upon him that we must depend to caution the careless, thoughtless man, who is constantly doing the things that cause injury to himself and others about him.

Be an active member of the "Careful Club." You cannot afford to take chances; to do so is wronging yourself and those depending upon you. Being crippled usually means changing your occupation; it frequently prevents promotion; it lessens your earning capacity and changes every condition of living; it interferes with the plans you have made for the future, as well as enforces the discontinuance of those pleasures which you and your family now enjoy. Therefore, I repeat, be an active member of the "Careful Club." Don't be the man who won't listen to safety advice and who is compelled to listen to the ambulance gong. The time to think of safety is before you get hurt, not while you are lying in the hospital.

Foremen and others can do much to prevent injury to the men in their charge by observing the manner in which they perform their work, and by being interested and showing their men that they are interested in their welfare. Where work is being done, the character of which requires the use of goggles, see that they are used. Help the men save their own eyes. Some men do not realize the danger. The right kind of a foreman can teach them. In one shop on the System where there is an interested foreman it was agreed between this foreman and his men that they would endeavor to go through the month without having a single injury. There was no injury in that shop for two months, and they are still trying because

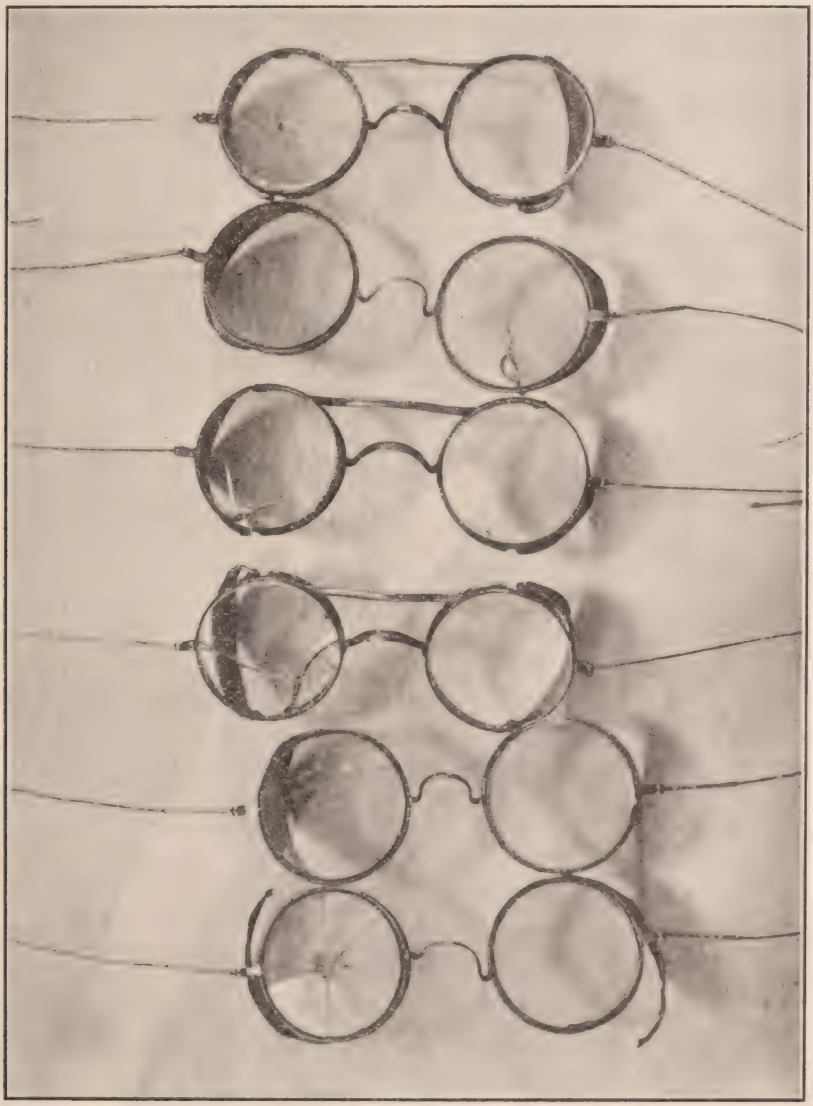
that foreman is interested and in earnest. Why not try to go through the month without a scratch? This can be done by observing the rules and by each man being careful.

Wives, mothers, sisters and daughters can be of great assistance in safety work by repeated admonitions to employes to be careful. Get them to form safety habits, urge them to stop, look and listen for your sake. Urge them to adopt this pledge:

"I will work for my own safety.

"I will work for the safety of others as I would want them to work for my safety.

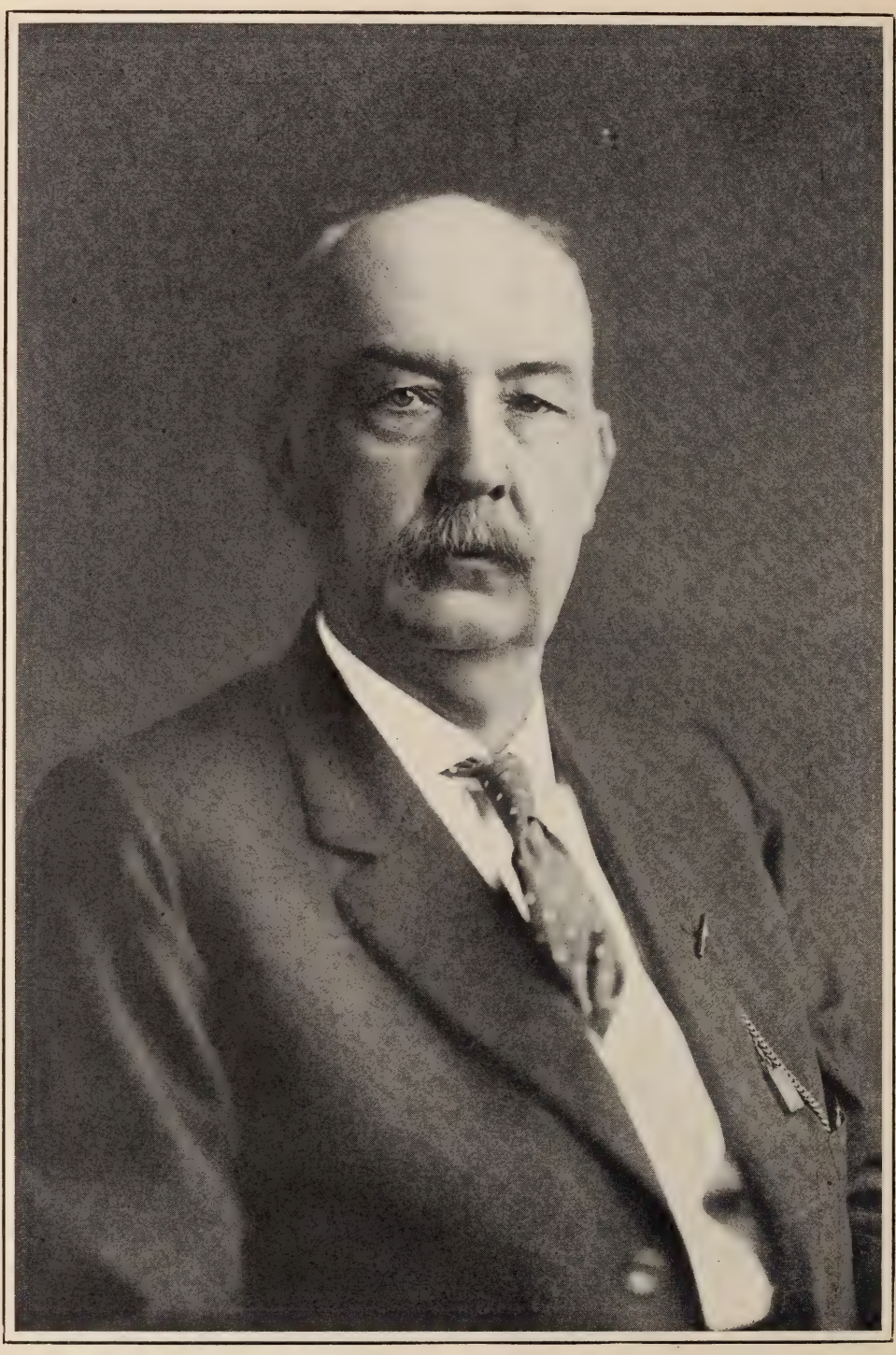
"I will do my part to help reduce the number of accidents."



Cut loaned by Lackawanna Bulletin

YOUR EYES ARE YOUR MOST VALUABLE PHYSICAL POSSESSION

Care for them as you would for your dearest treasure. The picture shows six pairs of goggles that saved as many eyes. How priceless they are after such service! Always wear goggles when necessary. They may do the same service for you.



BEN WILSON

Late General Live Stock Agent, Baltimore and Ohio Railroad

BEN WILSON

BORN SEPTEMBER 3, 1853 DIED JUNE 17, 1915

BEN WILSON, general live stock agent of the Baltimore & Ohio Railroad, died suddenly on the morning of June 17 in St. Louis, Mo., while on a business trip.

Mr. Wilson was born in Warrenton, N. C., and at the early age of 18 began his railroad career as a rodman in an engineering corps. A year later he became express messenger on the Memphis and Charleston Railroad, and from 1876 until 1880 he was a freight accountant with the Illinois Central Railroad, later becoming agent for the same road at Jackson, Tenn. He went with the Louisville and Nashville in 1881, and from 1886 until 1887 was receiver for the Mobile & Northwestern line. He then became a superintendent of the Louisiana, New Orleans and Texas Railway, and from 1888 until 1893 was general manager of the Tennessee Midland Railroad. Prior to his coming to the Baltimore & Ohio, Mr. Wilson was manager of elevators at New Orleans for the Illinois Central Railroad.

In the passing of Mr. Wilson we have lost one of the most loyal and lovable men in the service. A man of striking and attractive personality, and brimming over with good nature and kindness, he commanded the love and respect of all who knew him. Loyalty to the interests he represented was second nature to him, and under all conditions he worked faithfully and untiringly for the prosperity of the Baltimore & Ohio and for a better understanding between the shippers and the railroads. His judgment was keen and well-balanced and his unusually comprehensive railroad experience of over forty years admirably fitted him for the position that he filled so well.

Mr. Wilson was a man of high ideals and splendid habits and was ever ready to extend a helping hand to his fellow-man. Deeply devoted to his family, the beauty and simplicity of his home life was an inspiration to all who knew him.



Pointers for Local Agents

Some years ago I was agent at a small station where there were only five stores, and the merchants invariably received their freight from a junction point with our line, just twenty miles from my station. It took a long time for me to think about it, but finally I decided to make an effort to get the business routed via S— Railway, with the result that I secured letters from every merchant in town requesting shippers at St. Louis and other cities to route their business via our line. In a short time the freight was moving our way with the charges in the freight revenue column. My remittances were not increased, but I knew the money was staying with our treasurer. I felt ashamed of myself for sitting down most of the time and accepting my pay check every month for doing just as little as I possibly could and hold my job. I thought I was a good agent because I could do what the other agents were doing, and knew enough to balance my books and reports. I found, however, that I could take the initiative, and do something that would place me a few points above the average small agent. I felt like getting out of the average class, and I did. After I was promoted to a larger station, where there were three competing lines, I received a letter from the division freight agent stating that I had been promoted on his recommendation. I had no idea that he knew of my efforts to change the money from the advanced charges column to the freight revenue.

I am still trying to work problems that mean more money in the freight revenue column, and every now and then I get the correct answer.

AN AGENT.

The Third Degree

In a sermon in which he was developing the thought that the condition of danger or helplessness sometimes brings about miraculous conversions to faith in a Divinity, the Reverend Russell Conwell, of Philadelphia, tells the following story from his own life.

As a boy, he attended a typical New England school house, in the Berkeshire Hills. But the teacher was not the bespectacled, narrow-minded pedagog of those days about whom we read. On the contrary, he was an unusually sympathetic and tactful man, who was willing to go more than half way to inculcate in the boys' minds, the truths he was teaching.

The lesson happened to be one in astronomy, the statement, that old one which used to make all of us wonder, that if we could shut out the light of the sun during the day we could see the stars and moon. We do not wonder that the boys were doubters—we were too.

Said the teacher to one of them, "John, I know it is hard for you to believe this statement, so we will make a practical test of it. Come out to the old well and let me lower you on the bucket. Then, when you reach the level of the water where all of the light is screened from your eyes and you look up out of the well, you will find that the stars can be clearly seen."

Anxious to put the teacher to the test, out they all went to the well. John got on the bucket and was lowered to the surface of the water.

"Now John, look up," called the teacher. "Do you see any stars?"

"No," came back the defiant reply, "I can't see anything."

"Are you sure?" urged the teacher, and the call came back,

"No, I cannot see a thing but light."

But the teacher was not to be discredited by the one test. John was hauled to the top of the well, and Russell Conwell was the anxious subject for the next trial.

"Before I stepped on the bucket," said he, "I had already determined not to see the stars, even if they were there, for it would have been traitorous to the *esprit de corps* of the school for me to see them after my classmate had been unable to. So when the teacher carefully lowered me to the top of the water, and repeated the question which he had asked John, I looked down into the water and called up defiantly.

"'No, I cannot see any stars either.'

"'Are you looking up?' called the master to me.

"'Yes, I'm looking' I replied, 'but I can't see any stars whatsoever.'

"Of a sudden the bucket seemed to give way beneath me, and I was plunged into the icy depths of the water. Blubbering and splashing I came to the top, eyes looking straight up the shaft, and hands grasping the rope tenaciously.

"'Well, Russell, can you see the stars now?' called down the master.

"There they were, the tiny specks of light in the dark blue azure above, and I 'fessed up."

Clear as Daylight

On a single track line in the south a negro porter had been running on the same train for many years and calling the stations in the single day coach.

His enunciation was not particularly good, and as he walked into his day coach one day recently and called out: "The only stop in Wah-wah-wah-wah," a little old lady got up from her seat and said:

"What is the name of this station?"

"Madam," he replied with evident disgust, "Yuh hyadh me!"

Working for the Movies

Down in one of the southern counties of Maryland the other day they hanged a white man,—or rather started to hang one.

Now it was very unusual to hang a white man in this particular county; for ninety per cent. of the population is negro.

As hangings are public in that region and as this particular one was a white man, a big crowd turned out.

The prisoner had been led out of the jail, stood up on the trap, his hands tied, he had said his last word, had made peace with his Maker, the black cap had been put on, the noose adjusted and the trap was ready to be sprung, when some one yelled: "Fire!"

A fire, it seems, is more unusual than a hanging in that county and all put off for the blaze, a big tobacco barn a mile down the road, and left the prisoner standing on the trap unattended.

An aged, belated negro came shuffling along past the scaffold on his way to the fire, looked up, saw the man about to be executed was alone and observed from his hand, which remained exposed, that he was white.

"Say," said the old negro, "what you all doin' up there, white mahn?"

"I'm workin' for a movin' picture show," came the reply from under the black cap.

"What's you all gettin'," asked the negro. "Oh, twenty-five dollars a day," said the white man.

"Law, law," exclaimed the old negro, "it beats all the ways you white folks do study up to make money,—you all don't want no help does you?"

"Yes," said the white man, "you might stand here a while so I can get my dinner."

The negro consented, climbed up on the scaffold, untied the white man, who

in turn tied up the negro, adjusted the noose, put the black cap over the negro's head and then proceeded to "beat it."

After the fire was out the sheriff and the crowd returned to the scaffold—they found the supposed prisoner still standing there waiting to be hanged.

The sheriff sprang the trap!

But the rope broke and negro, noose, black cap and all came tumbling down on the ground. As he got up on his feet he clutched off the black cap, looked around at the crowd and yelled: "Say, white folks, look out what you all is doin', you gwine to hurt somebody yet with this heah movin' picture business!"

—*Cottrell's Magazine.*



OLD PASS ON MARIETTA AND CINCINNATI RAILROAD

Brotherhood and Safety First

Back of the "Safety First" movement is a new sense of the brotherhood of man.

The "brotherhood of man" is an eternal thing; just as the attraction of gravitation is. Newton "discovered" the latter, but it had been pulling away at the worlds for a million years. So the brotherhood of man is as old as the race. The phrase is simply a way of expressing the fact that, after all, there is only one family in this world and that we all belong to it.

The peculiarity of family life is that what honors or benefits one member of the family honors or benefits all and what disgraces or hurts one member disgraces or hurts all. For brotherhood is a thing you cannot get away from. Brothers are not elected or chosen; they are born to you, thrust upon you.

The most cruel and selfish man who ever lived is just as much brother to every other man as is the one who spends his life in service and wears himself out for others. Brotherhood has nothing to do with character; it has merely to do with birth. And so there are in the great universal brotherhood all kinds of brothers, good and bad; but all are brothers just the same. Now the "Safety First" movement began as an expression of the humane instinct. The maiming, blinding, crippling, killing of people on railroads and in factories engaged the attention of men who desired to make work safer.

The first thing necessary was to get at the causes of accident; diagnosis has to go before treatment. The study of the history showed that about one out of three—or such a matter—could be prevented by changes in tools, machinery and processes. The other two were due to the tendency of human beings to take risks. Carpenters, machinists and engineers could set to work on a plant and make changes to eliminate thirty per cent. of the injuries, but the other seventy per cent. could only be eliminated by the active cooperation of the men themselves. And so the employers and employes came together and sat down to talk the matter over.

Here was a subject on which no differences or jealousies were possible. The interest of both parties was one and the same. And so there has begun on the railroads and in the factories where the "Safety First" movement has gained most strength the growth of a new spirit of cooperation. There is a new understanding between crews and captains.

Now all this is having effects far beyond any that were in the minds of the originators of the movement. Misunderstandings as to wages and contracts are becoming fewer. The cooperation of men and managers to effect new economies and develop new methods is most marked where the "Safety First" movement is helping to prepare their way. The "family feeling" is abroad in a certain part of the industrial world. And its motto is "Safety First."

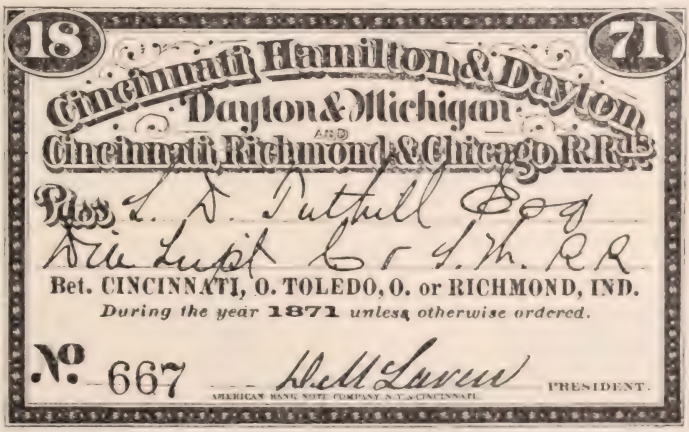
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Now accidents will continue to happen so long as men are men, but if they can be reduced seventy-five per cent., seventy-five per cent. of one of the crying evils of industrial life will be dried up at a stroke.

There is no limit to the power of the fact of human brotherhood just as soon as you begin to recognize and work with it instead of ignoring it and practically denying its existence.—*St. Louis Republic.*

Some Old Passes

A number of annual passes, covering a period of over forty years, were found among the effects of the late L. D. Tuthill, an old employe of the Union Pacific Railroad who died recently. Of the three passes selected for reproduction in the Magazine two were signed by John King, Jr., President, Baltimore and Ohio Railroad and Marietta and Cincinnati Railroad, to cover the year 1874. The other pass bears the date 1871 and was signed by D. M. Lovus, President, Cincinnati, Hamilton and Dayton Railway.



A CINCINNATI, HAMILTON & DAYTON PASS OF 1871

Bred-in-the-bone Loyalty

"Yes," said a trainmaster to the writer recently, "I am a dyed-in-the-wool Baltimore & Ohio man. My father has been an engineer for over forty years and I have been in the service for a little over twenty, and I am not past middle age yet."

He had been showing me his hours of service record for the preceding month and it was a mighty good one. It was then after midnight and he was waiting until he was quite sure that a special movement had got a good start over his division.

"Yes, I have perfect confidence in my assistants," he replied to my question, "but when the superintendent is away I am much happier here with my work than if I were home."

"It may sound to you like a foolish statement," he continued, "and of course I don't think it could happen, but if I should be 'fired' tomorrow without cause, the Company would never hear me peep. It has trained me, it has given me my bread and butter without a break ever since I entered the service; it has advanced me steadily to my present good position, and no matter what it does for me in the future, I can never be anything but a booster for the Baltimore & Ohio. Of course, I hope to live my life out in its service."

If a man is wrong, don't throw him—show him. Don't roast—reason!—*Baltimore Trolley News.*

The Only Way

In England the war has brought to poverty a large number of persons who were formerly well to do. Their tragedy is the result of a calamity that no one could foresee. No parent can be certain that his children may not some day come to poverty. There is no guarantee against it. The best insurance is to teach them to work. Probably the best asset any youth can have is the ability to cultivate the soil. That is the most permanent and universal of trades.—*Collier's.*

The Service That Counts

I was seated opposite a gentleman in the smoking compartment of a chair car the other morning, said a Company employe to the writer; we were on No. 526 bound for Philadelphia.

"He was a part owner and an official in one of the largest cement factories in the south, a man of unusual intelligence and graciousness. Although he goes to New York very frequently he was travelling on the Baltimore & Ohio for the first time in a number of years, the reason being, as he explained to me, that a delay to his train in reaching Washington had caused him to miss his connection on the road on which he was accustomed to travel. So he took our line.

"His destination was Bethlehem, Pennsylvania, and he was to leave our train at Wayne Junction. Just before we got to Philadelphia the Pullman conductor came in and said to him:

"'You will have about twenty-five minutes to wait for your connection at Wayne Junction, and as the train you will catch for Bethlehem does not carry a diner, you may want to get some lunch in the station restaurant.'

"My acquaintance from the south thanked him and after he had left the room turned to me and said:

"'*That is the kind of service that counts.*'

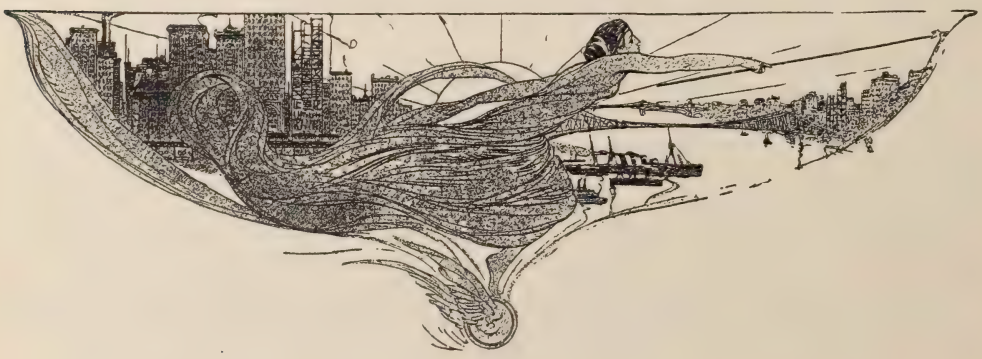
"Don't you think," continued my informant "that that man will use the Baltimore & Ohio hereafter more than he has before? I was interested enough to find out the name of the Pullman conductor. It is A. C. Carr."

An Unusual Courtesy

It has been the experience of most of us that some passenger conductors treat "deadheads" with only the courtesy called for by the book of rules, sometimes with even less. The other day the writer had occasion to travel from Philadelphia to a point nearby. The veteran conductor took his pass, saw that it was properly signed, detached the going coupon, handed the return coupon back and with a smile said,

"Thank you."

And it was not a sarcastic smile and a sarcastic "Thank you," either.



How the Operation of One Terminal Was Improved

Continued Serious Congestion Overcome by Change in Organization, Better Methods and Improved Discipline

By G. D. Brooke

Superintendent Ohio Division

Courtesy Railway Age Gazette

THE enormous growth of our cities during the past half century has out-stripped the development of railway facilities within their ever widening limits. Property adjacent to the tracks has been in great demand for industrial sites, and has so increased in value as to render its use for railway purposes generally impracticable under present financial conditions. Moreover, even when suitable property is available, terminal improvements are extremely expensive and it is a difficult matter to justify their cost as an investment. Therefore, for the immediate future at least, the increased demands on terminal facilities will have to be met by more efficient operation of the existing plant.

Fifty years ago a railway extended its line to a certain middle-west city and established a terminal in the center of its commercial district. This terminal consisted of a small yard, a freight house and team tracks and an engine house and machine shop. These facilities, with a passenger station reached by a spur from the main line, were ample for the business then offered and apparently would be for a long time. With the advent of the railway, however, the city began a new industrial development, and the yard and narrow right of way forming the approach to it were walled in by warehouses, factories and industrial plants. To accommodate its facilities to the increasing business, the railway secured a site for another and somewhat larger yard on the outskirts of the city, where the topographic conditions were favorable. This in turn was surrounded by the expanding industrial district and a third yard further out and equal in capacity to the other two, was built on suitable ground and reached by a three-mile spur.

The absorption of another road and the construction of a connecting belt line established a through route, and, incidentally, added two other yards on the opposite side of the city. Five other railways have entered the city, and it is now one of the important gateways. The interchange, both of through business and of local cars for delivery within the switching district, is very heavy.

Meanwhile the industrial development has continued. Along the main tracks, industries have been established and provided with side tracks, many of which are inadequate for the requirements of the plants they serve. On the belt line a blast furnace and two steel mills have been established, also several fertiziler factories, brick yards and a number of

smaller industries. In the early days a track was laid along an important street of the wholesale section for a distance of two miles, and a freight house and teaming yard established to serve an important district. A number of spurs lead off this track into warehouses and factories. There are altogether four freight houses and seven teaming yards in the city besides a fruit and produce shed and a team yard recently constructed to develop the wholesale fruit and produce traffic.

Twenty years ago the passenger terminal was rebuilt to accommodate the business of the home road, and to take in that of three foreign lines. It has been crowded for a number of years, and being of the stub-end type, the approach is badly congested during certain periods of the day.

Early in the last decade the main lines were double-tracked and equipped with automatic signals, and the junctions of the branch lines and of several foreign roads interlocked. Three crossings of foreign lines, however, near the throats of yards are operated by crossing watchmen with two-position crossing signals. A number of street crossings at grade have been eliminated, but a great many remain which are protected by watchmen and gates, and speed restrictions are numerous. The heavy increase in business which required these improvements made necessary also the remodeling and enlarging of two of the yards, one on either side of the city, where engine terminals were provided and which constitute the road terminals of the two adjoining divisions.

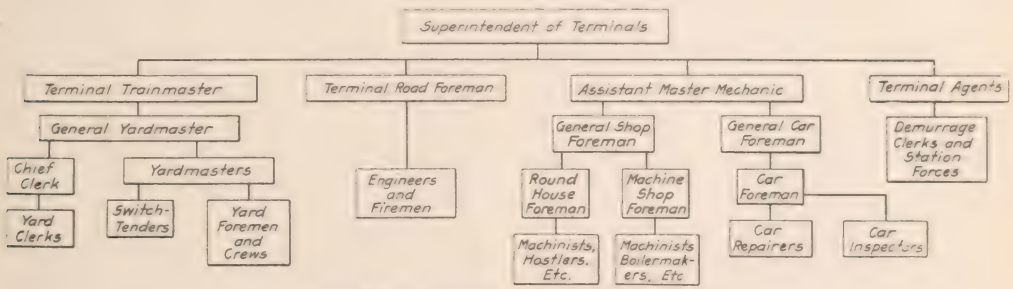
This terminal presents the most intense problem in operation of the entire system of 5,000 miles. Here is found the combination of a dense road movement, heavy classification work and industrial switching in congested districts. The only successful solution of such a problem is organization.

During the latter part of 1912 the terminal became congested; the heavy business taxed the facilities and the movement of through traffic became very slow; road trains were held out of the yards; there was a serious accumulation of bad order cars; delays to passenger trains and scheduled freights were frequent, and shippers complained bitterly of delays to cars and of poor switching service. These conditions were aggravated by similar congestion in the terminals of other roads entering the city. The situation was serious and the need of a strong directing head was apparent. The position of superintendent of terminals was created and filled by a man from the terminals of a foreign road in a distant city.

The new superintendent of terminals was an organizer. Prior to his appointment the terminal was operated by two general yardmasters reporting to the trainmaster of the division having jurisdiction over the terminal. Two weeks were spent in studying the facilities and the organization, and in becoming familiar with the movements to connections, the requirements of through business, and in a general way of the industries. Then was begun a series of changes in methods —and in a few instances, in men—which finally evolved the form of organization shown on the following page.

When any stranger enters an organization in a prominent capacity he is met with an instinctive undercurrent of mild antagonism. The organization braces itself to try the mettle of the newcomer. His every move is scrutinized to determine if the "old man" knows the game, and what his policy will be towards the older members of the organization. The new superintendent of terminals realized this, and knowing the value of *esprit de corps*, called a staff meeting of the yardmasters, engine and car foremen, agents and clerks. His observation had convinced him that the personnel of the organization was generally good, and that the quickest results could be obtained from the material at hand. He, therefore, opened the meeting with a statement of reassurance, expressing confidence in the loyalty of each member of the staff and in their ability to contribute towards producing those results which were so obviously desirable. He then outlined his plan of compaign and explained briefly the reasons for each successive step to be undertaken. He

emphasized the absolute necessity of each member of the staff supporting this plan in every detail, although he might hold an honest difference of opinion as to the method best suited to the case. In this way all latent prejudice and possible opposition were eliminated and a proper mental attitude towards the work in hand inculcated. Similar meetings were held frequently thereafter and were conducted so as to elicit free discussion of each subject considered, to reach definite conclusions when there were differences of opinion, and to decide on a plan of action in every case. These plans were later issued in the form of written instructions to all interested parties to avoid all possibility of misunderstandings as to details. Besides accomplishing the immediate purpose in view, these meetings



Form of Yard Organization at One Important Terminal

proved of great educational value, particularly to the less experienced yardmasters and clerks, and were very effective in promoting a feeling of joint responsibility and cooperation between the various departments or branches of the service.

The method of procedure consisted in selecting in succession the features of operation in the order of their importance; in studying each one thoroughly and broadly, having in mind its bearing on all the other problems; in determining on a definite course of action and putting it into effect, and in specializing on it until it became self-effective, or, as it were, automatic. Thereafter it required only periodic checking and such variations as might be required to meet changing conditions.

The first active undertaking was to reduce the number of cars in the working yards in the terminal. A comprehensive check indicated that in order to switch economically, a reduction of forty per cent. in the number of cars in the yard was necessary. Authority was obtained to destroy 200 bad order cars of old type and light capacity; a like number of empties were sent to the heavy repair shop at the terminal of another division; it was arranged to increase the switching at the yards at the ends of the engine districts on each side of the terminal, and to make up the trains so that through business would not be delayed in the terminal yards, back haul would be avoided on business for connections and local delivery, and cars for each district of the terminal moved promptly from the yard where received; and by a campaign with the shippers an accumulation of unconsigned loads was gradually reduced and more prompt loading and unloading secured. Some additional road power was placed in service on the adjacent divisions, and it was arranged to store empty box cars held to protect loading in some unused sidings outside the terminal. These measures produced the anticipated results, and in three weeks the number of cars was materially reduced.

The next step was to establish a central car record office. The car record clerks from the offices of the general yardmasters were transferred to the office of the superintendent of terminals and placed under the car distributer. Conductors' wheel reports of trains into

and out of the terminals and the switch lists of yard foremen doing transfer, industrial, team track and freight house work reached this office promptly. This enabled the index work to be kept up to date and made an accurate location of all cars entering, leaving or moving within the terminal available at all times within reasonable limits. A daily report of the movable cars within the terminal from actual check of all tracks was determined upon. Some duplicate checking was eliminated by assigning the checking of working yard tracks, interchange tracks and certain industrial tracks in the immediate vicinity of the yards to the yard clerks and the freight house and team tracks and usually the industrial tracks to freight clerks reporting to the several agents. These checks were completed by 7.30 a. m., and each yard and district reported to the car distributer by telephone. By the use of a special form the report for the entire terminal was quickly compiled and contained comprehensive information as to the location and character of movable loads, and the number and class of empty cars available for loading or movement. This report showed the situation in the terminal at a glance, and made it practicable to take steps to relieve promptly any tendencies towards local congestion, and to anticipate the needs of road power for the ensuing twenty-four hours. It also enabled the car distributer to dispose of the available empty equipment to the best advantage.

The movements between the several yards in the terminals, to foreign line interchange tracks and to certain of the outlying industrial districts required the use of a number of engines in drag or transfer service. These engines were being operated without any definite schedules or predetermined plan. Whenever a cut of cars was ready to move from any yard, the yardmaster would assign the first transfer engine available to handle it to its destination; if any cars were ready to be returned to the yard from which the engine started it would take them; frequently it returned light and later there would be a light movement in the opposite direction. A meeting of the terminal superintendents of the several lines was called for the purpose of fixing definite hours for receiving and delivering cars at interchange tracks. This being accomplished, a schedule was worked out for the movements of each engine in transfer service, due regard being had for passenger and other scheduled trains. The several yards were required to have the cuts made up for the engines at stated hours and the transfer engines moved promptly on schedule. In working out the schedule it became apparent that more engines were in this service than were necessary, and in a short time three crews were taken off.

This scheduling of the movement of transfer engines brought the organization to a stage where it was practicable to cope successfully with the most important problem of starting passenger and scheduled freight trains on time, and running then on time within the limits of the terminal. The usual staff meeting was held to launch this campaign, the stationmaster and his assistants, as well as representatives of the express companies and the superintendents of terminals of the foreign lines using the passenger station, being in attendance. The importance of starting scheduled trains on time and running them on time was dwelt upon at length, and the value to other movements of accomplishing this duly emphasized. It was pointed out that the conditions were very bad, and that success could be achieved only by long and continuous effort. Above all things the trains must start on time. Then proper respect for passenger trains must be instilled into signalmen, switchtenders, yardmen and men in freight service. Delays from various sources were to be expected, but one by one they would be eliminated and the men educated to the required standard. It was found advisable to appoint a yardmaster in charge of the coach yard and train shed, reporting to the stationmaster and having full authority over all movements of passenger equipment into the station. The handling of express transferred from connections on close time was a serious difficulty, but was finally over-

come by increasing the force and quickening the work. A yard foreman had to be dismissed before the practice of yard engines occupying main tracks and stopping passenger trains was broken up. In six weeks a decided improvement could be observed, and after six months of persistent endeavor the trains were moving with marked regularity, and the beneficial effect on the entire terminal was obvious.

The scheduling of the transfer engines and the efforts to run scheduled trains on time developed a weakness in the method of handling train movements within the terminal. Movements of yard engines and extra freights were handled principally by the signalmen and switchtenders by telephone communication with adjacent offices and the yards. This resulted in frequent interference of movements; often with heavy delays. To systematize the handling of trains a three-trick dispatcher's office was inaugurated at the terminal headquarters. A telephone dispatching circuit was provided with connections at all interchange and heavy industrial points; telephone connection with all the yard and freight offices was also available by commercial service with a private exchange. This central control of all movements proved of great value. Yard engines could be given advantage of delays to passenger trains in making main track movements and still be kept out of the way of these trains; yardmasters could locate quickly any transfer or industrial switch engine with which they desired to communicate; all working at cross-purposes and misunderstandings were avoided and the movements made to the best advantage, having in view the general situation instead of the local one as formerly.

The switching of freight houses and team tracks was done by engines from the yards to which they were most conveniently located, and the general method was good. Definite work had been assigned to each engine to be done on an approximate schedule. The cars for placing were switched in order in one cut by the crews in the working yard; these were moved to the freight house and team yard by the engine assigned to that work and spotted after the outbound cars had been moved. The switching of merchandise and quick-dispatch cars required particular attention.

At a certain freight house the receipt of freight stopped at 5 p. m.; at 5.45 p. m. the cars were sealed and the night engine was standing on the lead ready to move the cars for points beyond the adjoining divisions. These cars were taken rapidly to the working yard and switched into eight classifications, five for the east and three for the west. In the meantime another engine had pulled the team tracks and was soon on the scene with the quick-dispatch loads, which it classified in turn while the first engine returned to the freight house to resume work there, taking with it a cut of cars from industries which had been collected by a day engine. It assisted in completing the classification and in switching the cars into one cut, with which it proceeded in turn to the east and west road terminal yards where the quick-dispatch trains were being made up for movement at 10 p. m.

The reverse of this procedure occurred the following morning, when the Q. D. run from New York arrived in two sections between 5.30 and 6.00 a. m., in order to have all the cars placed and ready for delivery when the freight house opened.

Success in handling the industrial switching was attained by determining just what service each plant was properly entitled to, and then planning the work of the engines so that this service could be performed with regularity. The smaller industries having a siding capacity of only a few cars presented no difficulties; a switch about the same hour each day was the rule, but it was thoroughly understood that no car should remain in the terminal longer than thirty-six hours before being placed.

The switching service at some of the larger industries had been the source of much adverse criticism and annoyance for months. The method in such cases was to make a call, by appointment, on the manager of the plant and discuss fully the requirements of the industry

and the practicability of giving the service desired. In a few instances it was readily shown that the siding capacity was inadequate and steps were taken to remedy this. A frank and thorough discussion of all questions involved always resulted finally in an understanding being reached as to the service to be performed, and in a short time a spirit of cooperation on the part of shippers was apparent. The character of the service having been determined upon in any given case, the work was assigned to a certain engine and followed for a few days by a yardmaster to insure the start being made right. Afterward the work was checked periodically by observation and by inquiry of the manager of the plant, who was encouraged to report any poor service to the superintendents of terminals, and not to the traffic or general operating officers, as had been done formerly. By this means practically all complaints were remedied or adjusted locally, with much less delay and far greater satisfaction to all interested.

The proper movement and use of cars so as to provide empties for all loading offered required systematic and persistent checking. The agents were impressed with the importance of interesting shippers to load and unload cars promptly, and to place orders only for their actual needs. They were required to keep all demurrage records in such good shape that bills could be substantiated beyond question. Empty cars on industrial tracks not required for immediate use were moved out daily and used at other industries or stored in the working yard. The unloading of material for company use was systematized; a central storage site was selected adjoining a large heavy car repair yard, and a force was organized to unload the material there. The cars were placed regularly by the engine switching the repair yard, and the empties moved as soon as unloaded. The same force was used for transferring loads from bad order cars for that section of the terminal, and a platform was built to facilitate this work.

While these changes in methods were gradually being evolved, the organization was being built up and strengthened. It was realized from the first that discipline was lax and the entire force disorganized. In going through the terminal, cars were found that had been broken up and others that had been shoved off the ends of stub tracks and not re-railed. Side collisions were not infrequent in the yards, and several accidents causing serious damage had been passed without investigations. These were the unmistakable indications that the men in the ranks did not have the proper respect for authority, and were not obeying the rules, and it was evident that this was applicable to the road crews running into the terminals as well as to the yard men. An undercurrent of dissatisfaction, which occasionally amounted to antagonism, was apparent, and was traceable to the policy of tardiness and unconcern in the settlement of minor grievances and the tendency to narrowness in considering doubtful wage cases.

A terminal trainmaster was appointed for the distinct purpose of promptly investigating all accidents and infractions of the rules. A man experienced in the administration of discipline was selected, and after he had become somewhat familiar with the physical conditions, he was assigned principally to office duty so as to be ready at all times during office hours to conduct investigations, employ new men and instruct and examine men on the rules. In case of accident he was also ready to proceed at once to the site and make a firsthand investigation on the ground. Notes taken in such instances often proved invaluable in fixing the responsibility ultimately.

In all investigations, and in fact in all dealings with the men, a quiet, dispassionate attitude was assumed, it being the intent to establish the impression that perfect fairness would be shown, and that the development of the real facts in every case was the object sought. At the same time absolute firmness was maintained in requiring obedience to rules and instructions. The system of discipline by record was in effect and it was the purpose to establish the feeling

that every infraction of the rules, and every breach of discipline, would result in an entry in the record of the responsible employe. Yardmasters and other officers were encouraged to strengthen their own positions as much as possible by eliminating personal feeling and all display of temper in dealing with the men and by the personal assumption of authority for all instructions; they were afforded thorough support, but cautioned against hasty action which might necessarily mean the reversal of their decision upon appeal to higher authority. All grievances were disposed of promptly and a policy of liberality in disposing of doubtful wage claims adopted; on the other hand it was to be clearly understood that the men were well paid, and that first class service was expected. With the view of reducing accidents, the system of efficiency tests was prosecuted vigorously, and employes failing to comply with the rules in such tests were disciplined promptly. The tests were made as practicable as possible, and it was the aim to have them educational in character, the intended lesson being emphasized when the employe was interviewed in case of failure.

By the discussions at the staff meetings, and by missionary work in the form of conversations with some of the better class of men whenever the opportunity was auspicious, the mental attitude of the entire organization was gradually changed from one of carelessness and indifference to the company's interests to one of cooperation and of personal responsibility on the part of each individual for the success of the organization. The attainment of this *esprit de corps* was probably the most important asset developed in the new organization.

The changes in the methods and the improved discipline were productive of very gratifying results, the most important of which was that the traffic was moved with promptness and regularity. Scarcely less noticeable was the marked increase in efficiency of the switching crews and of the entire working force, which enabled a reduction of twenty-five per cent. in the number of switch engines to be effected, and at the same time eliminated the working during meal hours by the switching crews, except in the case of two crews which were assigned to switch important passenger trains during meal hours. As the organization became more effective this efficiency was stimulated by the promotion of friendly rivalry between the several yards, by commending crews and individuals for extraordinarily good work, and by establishing high standards and imbuing all with the idea that it was confidently felt that the standards would be maintained.

It was realized that the condition of the yard power had an important bearing on the efficiency of the work, and that there was opportunity for a large saving in the cost of fuel by the application of correct methods of firing and running engines. An assistant master mechanic was appointed to give closer supervision to the repairs to yard engines and a terminal road foreman to supervise the proper care of the locomotives when in service, and the use of fuel and engine supplies. The results obtained soon demonstrated the wisdom of providing this additional supervision and these officers proved of great value during a campaign on the part of the city authorities to abate the smoke nuisance.

The number of cars damaged in switching gradually diminished as the discipline improved, and the cost of repairing tracks damaged by derailed engines and cars showed a similar improvement. This relieved the car repair and track forces to a considerable extent and allowed them to apply their time to legitimate maintenance work. The efficiency of these forces was increased by persistent educational methods similar to those applied to the other terminal forces but adapted to their particular requirements. Car inspection was tightened, bad order cars repaired more promptly and the condition of the air brake equipment of trains leaving the terminal showed much improvement. Track conditions were likewise bettered, scrap of all kinds picked up promptly, material properly cared for and stored in orderly fashion, and yards and their

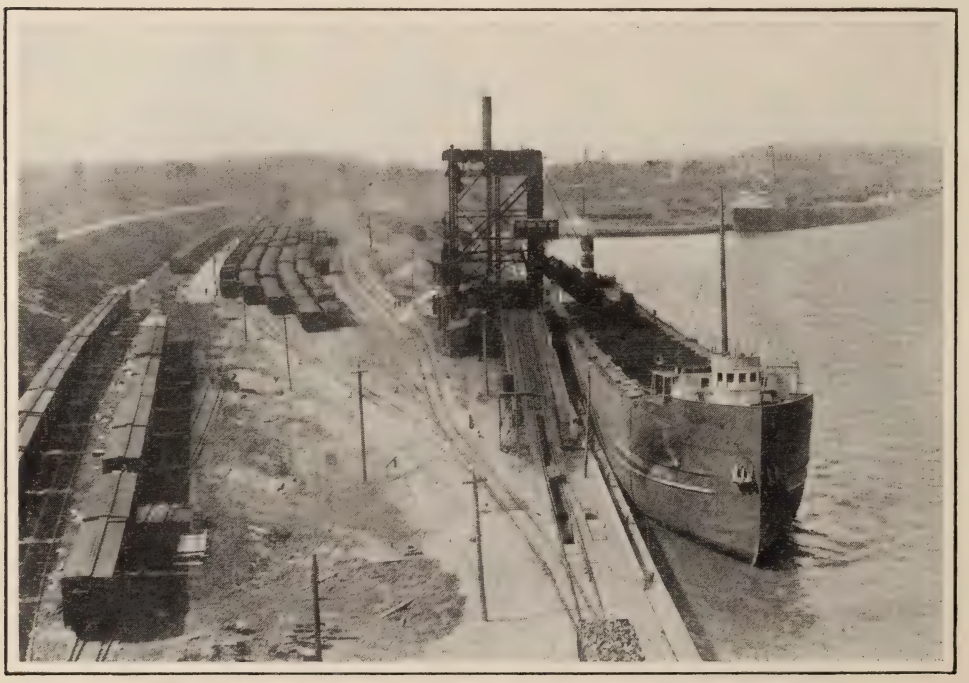
surroundings kept free from accumulations of dirt and rubbish. Neatness seemed to be the order of the day and added materially to the air of business-like activity which pervaded the entire terminal.

New Coal Dumping Machine at Toledo

By H. W. Brant
Division Operator, Toledo

THE new coal dumping machine at Toledo was completed and placed in operation April 19th of this year. The contractors began its erection on February 15th. Their work was practically completed on April 15th, a remarkable record for construction. Three days were spent in testing the machine and the first car of coal was dumped in the steamer John P. Reiss at 10.30 a. m., April 19th.

The machine has worked perfectly since that time and all previous records for handling coal have been broken. The cost of the machine and improvements in connection was approximately $100,000.00. Part of this amount was spent in changing the dock, which now has a frontage of 913 feet and enables the longest boats entering this port to lie straight along the machine while loading.



GENERAL VIEW OF COAL DUMPING OPERATIONS AT TOLEDO
(See article for full description)

The new machine is equipped with two 250-horsepower boilers of the Scotch Marine type, carrying 135 pounds steam pressure. The cylinders of the haulage and hoist engines are twenty-two inches by twenty-four inches, and the pan engine cylinders are fourteen inches by eighteen inches. The height of smoke stack is 120 feet, diameter five feet two inches. The distance from ground to top of machine is ninety feet, the width is forty-two feet and length is sixty feet eight inches. The cradle hoist is eleven feet.

The capacity of yard where cars to be dumped are held is 140 cars and capacity of empty tracks where cars are assembled after being unloaded is ninety-six cars.

The full possibilities of the machine have not been demonstrated yet, but on May 27th, 405 cars of coal were dumped in twelve hours and thirty minutes, including two hours and thirty-two minutes of delays occasioned by shifting boats and poor running cars. On the basis of time actually in operation, the dumping was at the rate of thirty-two and four-tenth cars an hour. On short runs cars have been dumped at the rate of forty an hour.

In the process of handling cars for unloading they are assembled in the loaded yard at the south of machine. All tracks are on a grade and cars are started by the use of car pinchers. They run a distance of 1500 feet, where they encounter a switchback that starts them in the reverse direction toward machine. In moving toward machine, cars pass over a track in the middle of which is a concrete pit. Reposing in the pit is the haulage car, or pig, as it is sometimes termed, and after loaded car has passed over the haulage car in the pit the operator at the machine throws levers which bring the haulage car up out of the pit behind the loaded car. The pig is operated by cable and shoves the loaded car up the incline onto the cradle, where it is picked up bodily, hoisted eleven feet and dumped in the pan, which has a connection leading to hold of vessel. The cradle can pick up a loaded car, hoist it in place, and turn it upside down over the pan in twenty seconds.

The cradle settles back in place with the empty car, which is started down the incline from the cradle by the force of the next loaded car striking it as it comes up on the cradle.

The pig is operated in a pit, one of the latest features of coal dumping machinery. When the pig is to be brought up out of the pit behind a car, the operator at the machine works certain levers, which throw rails in place and allow the pig to be hauled out of the pit onto the rails on which the loaded car is traveling. After the pig has shoved the car up the incline onto the cradle, cable is reversed and it starts back down the incline toward the pit between the rails. The machinery that does this work at the same time throws in place rails that connect with the bottom of the pig pit. When the pig approaches the pit it takes the rails that lead down into it, and follows same to the other end of the pit, where it remains until the next car has passed over it on the way to the incline, after which it is brought up out of the pit to push the car up the incline.



THE "PIG" PUSHING A CAR UP ON DUMPER

The picture accompanying this article shows the pig moving over the pit at foot of incline leading to the cradle of the machine. In this picture the steamer Philbin is being loaded.

C. A. Arnold, dockmaster, is in direct charge of the operation of the machine, and has as his force A. R. Zink, chief engineer, James Doyle, car checker, three operators, one engineer, one fireman, one deck boss, two car blockers, two car starters, three car riders, and one oiler, a total of seventeen men engaged in operating the machine.

During the season of 1914 there were 43,426 cars of coal dumped into vessels, and indications are that an equal amount will be handled this season.

"Just a Railroad"

William O. Freise
Superintendent's Office, Wheeling, W. Va.

Down around the depot where the trains come in,
I spent many happy hours, and many friends did win.
You can talk about positions, such as politics and that,
But the railroad's always been the thing to which I doff my hat.
I love to hear the whistle of the engine on its way,
To its final destination as it passes me each day.
I love to mark the loud exhaust, and hear the clanging bell,
To see the smiling engineer and on his features dwell.
The fireman with his shovel makes a picture all its own,
While the string of sturdy coaches to the picture addeth tone.
The conductor in his blue coat with his shining buttons, too,
Takes service as his motto as he walks the coaches through,
The flagman on the rear end with lamp and flag in hand,
Is ready to protect his train whene'er he gets command.
My gaze is always drawn to the windows' gleaming pane,
For I cannot help but look with pride upon a railroad train.
My home is on a railroad—on a railroad I shall dwell,
Its pleasures I cannot explain, its joys I cannot tell.
I am happy when I'm speeding o'er the well kept right-of-way,
And could make my home just in a coach and ride about each day.
'Tis music when I hear the station's call before a stop,
'Tis a pleasure when we start again to hear the trap doors drop.
To gaze upon the passengers in expectation's deepest throes,
Rushing pell-mell for their seats, pushing, crowding, trampling toes.
I always am in sorrow when my trip's about to end,
For my home is on a railroad and for this I shall contend.
If I were Mr. Wilson (or John D. R. I might say),
I could not be more contented than where I am today.



Borrowing Money

How Salaried Men Should NOT Do It

Wells Fargo Messenger

FEW business matters are of greater concern or importance to a man than his own personal finances. To employes of large institutions, such transactions are usually simple. The periodical arrival of the pay check or envelope is assured. The great problem is to make its contents last until its successor arrives. Occasional or gradual savings are the rule.

Many a man, however, has experienced the worry consequent upon "deficit financiering"—the business term for debt. To have a good and trustful friend or relative at the time of sickness or death in the family is to be fortunate indeed. Never is that fact more keenly appreciated than in the hour of need.

Undoubtedly many railroad men in a large city and many a one in a small town or a good-sized village have received circulars, or noticed newspaper advertisements, promising "Liberal Confidential Loans" to "Salaried People" or "Regular Employes," and "Without Publicity."

Oft-times more emphatic language is used, to wit: "Any amount of money loaned you for the asking"; "Come and get any cash advances you need"; "No scarcity of ready money in this loan office"; "Our rates are the cheapest"; "Courteous treatment"; "No embarrassing inquiry made of you, your family, friends or employer when you open an account with us"; "Generous advances on your household furniture, your next month's pay, your real estate or your insurance policy."

If there be a few who have not seen these seductive allegations, there are, on the other hand, thousands of workers who have played with this insidious variety of serpent. There are scores, too, who have felt the maw of the "loan shark." It is generally recognized that the "loan shark" constitutes the chief cause of the financial distress in which many salaried men are constantly involved.



HIS WANTS WERE PRESSING

The pawnbroker is, of course, an old-established institution. The agony is soon over in his shop. But the so-called "loan shark," who lends money on assignment of wages or mortgage of furniture, at interest from ten to twenty-five per cent. per month, is of comparatively recent origin. Unfortunately, comparatively few men appreciate the extent to which this evil has grown, or give it the place it deserves as the common cause of distress and poverty.

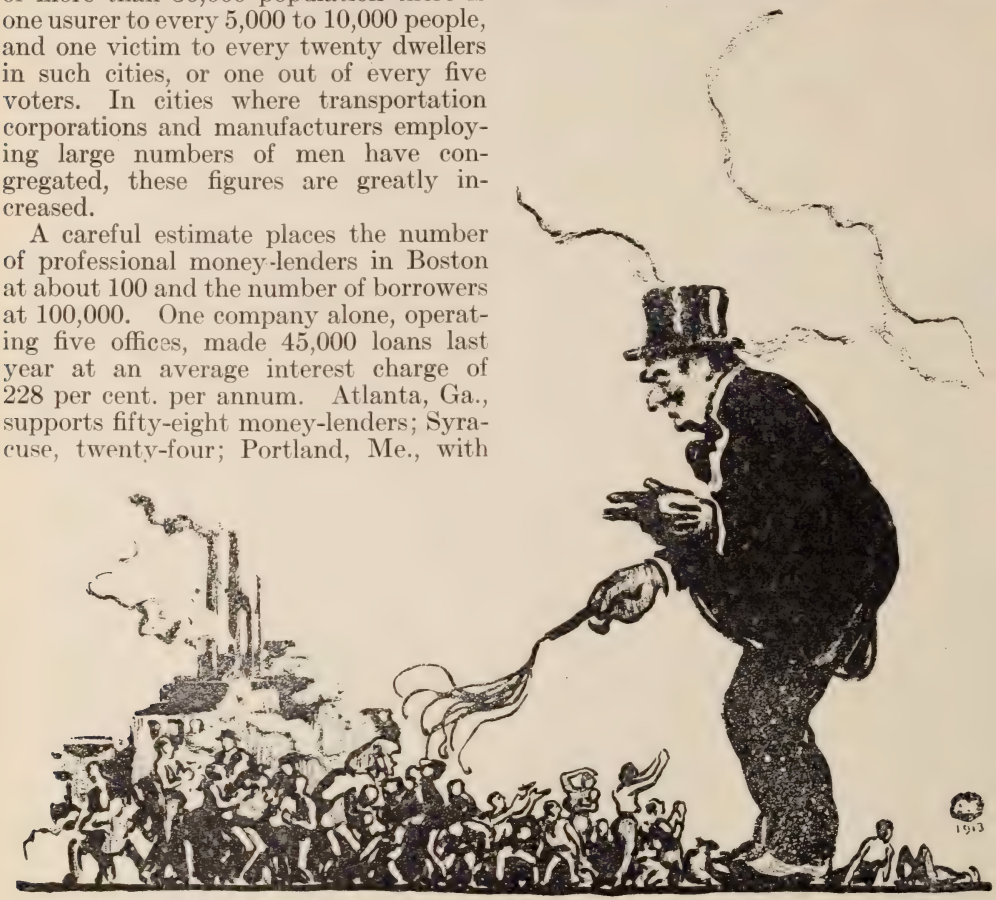
An Old-Established but Insidious Institution

Accurate information on the usurious money-lending business is hard to obtain, but it has been shown that in every city of more than 30,000 population there is one usurer to every 5,000 to 10,000 people, and one victim to every twenty dwellers in such cities, or one out of every five voters. In cities where transportation corporations and manufacturers employing large numbers of men have congregated, these figures are greatly increased.

A careful estimate places the number of professional money-lenders in Boston at about 100 and the number of borrowers at 100,000. One company alone, operating five offices, made 45,000 loans last year at an average interest charge of 228 per cent. per annum. Atlanta, Ga., supports fifty-eight money-lenders; Syracuse, twenty-four; Portland, Me., with a population of only 60,000, has twelve usurers. New York had recently from 200 to 300, and the amount of blood money wrung from victims in that city each year was twice as much as the total amount of money required to support the Charity Organization Society, the Association for Improving the Condition of the Poor, the United Hebrew Charities and Bellevue and allied hospitals.

It is in the times of distress that the "loan shark" evil exacts its severest penalties. Many cases of illness, overwork and improper nourishment may be traced to the pathetic efforts of the victims to appease the wolfish appetitites of these "sharks" for prompt payment.

There is little need here to enlarge upon the mental havoc wrought by worry and fear of collectors, to say nothing of the loss of employment that so often ensues, with its temptations to forgery and theft, and, in not a few instances, to family desertion and suicide.



THE LOAN SHARK IS ONE OF THE INSIDIOUS ENEMIES OF THE WORKER

Enough has been shown to prove that the loan shark is one of the insidious enemies of the worker. Notwithstanding prohibitory laws and rules, the number of lenders and the volume of their business have grown yearly—and are continuing to grow. There is but one reason for the

survival of this barnacle and the misery which he brings—the ignorance of the borrower.

Distress might be much lessened if application to loan sharks for money was made only in an emergency—if at all. But many really are victims of their own improvidence and extravagance. Employes of large public service corporations, and even city and government employes, furnish the backbone of the usury business. Most of these men have regular pay and their positions are, as a rule, more or less permanent. They find themselves in a pinch and travel the line of the least resistance—the loan shark.

The habit of borrowing and running into debt is like a germ. It infects its victim, causing his family to suffer even more than himself and rendering him finally a veritable slave, with his entire earning capacity mortgaged to a loan shark. Frequently, too, the first visit to the usury office is the result of imperative need for ready money—to meet some domestic or personal emergency. The borrower imagines that he cannot wait—precaution is thrown to the winds. His wants are immediate and pressing. He must find at once the means of satisfying them—why heed future possibilities which he may never be called on to meet?

He relies on a will o' the wisp—the expected return of prosperity and the hope of prompt settlement of the debt. And so even if the borrower knows the danger, under the stress of circumstances he takes the chance and accepts the conditions imposed and walks out of the loan office warmed by the thought of the much-needed funds in his jeans. Little does he apparently care or think of the documents to which the "generous" money-lender has required his signature, and often that of his wife and one or two others.

The transaction thus far seems simple enough to the victim. If it has been a household furniture loan, he has made a perfunctory list of his goods and subscribed to several papers, hand-written and printed. The innocent-looking documents which the loan man carefully places away in his safe as soon as his "client" closes the door consist of at least two, and maybe five or six documents. There is a "mortgage of personal property," which specifies the amount of the loan, but avoids any reference to the rate of interest. Ten or twelve paragraphs, safeguarding the lender's rights, are found, but hardly a sentence relating to the equity of the borrower. There is a note or bond accompanying the mortgage, with the rate of interest disguised by provisions for weekly payments. You will find a bill of sale and a power of attorney ample enough to permit the "shark" to sign the client's name to any document that he may think desirable.

If a salary loan has been negotiated, there are still further means of extortion concealed in the documents. Many of these disregard and are opposed to the laws of the different states, but they serve the useful and generally adequate purpose of intimidating and frightening the borrower, who seldom has the courage or means to make a contest in the courts.

The most vicious form of loan is the salary loan, for it appeals to every wage earner, no matter how small his earning capacity. It ensnares the youth just at the beginning of his business career and fastens its merciless grip upon the man of family, because such a "loan" is so easy to obtain. A man, or a woman, either, needs only a permanent position or a friend so situated who will endorse his papers and act as a recommendation or reference.

Merely a "Matter of Form"

Merely as a "matter of form"—so the loan agent says—both sign a printed document containing apparently harmless blank spaces. This is nothing more or less than an assignment of wages for an indefinite time, which includes a full power of attorney in favor of the money lender. Not only the man who borrows the money, but his accommodating friend, is thus completely tied up. Practically all salary loans draw at least

ten per cent. per month as a rate of interest. This usury is concealed in the provision for weekly payments.

The promise of secrecy contained in the advertisement and circulars is, as a matter of legal necessity, almost entirely false. A furniture mortgage has to be recorded in some public office and all business men watch for and are afraid of persons who borrow money on household goods. An assignment of salary, before it can be effective, must be served upon the company or person who pays the salary, and, in some states, must also be filed. As soon as the salary loan is made and the papers signed, the "loan shark" drops all pretense of keeping his word as to secrecy.

An extract from a letter to an employe who had been lured into securing a loan by the strict promise that his employer should never know of the transaction, shows how well the agreement is kept: "Your letter at hand and noted, and in reply will say that you are making yourself out a liar.... You can either pay this remaining balance of $5.10 or I shall file a claim and in that way I will be notified by your firm how much they know about your agreement here..... You can use your pleasure about this pay or have papers filed. I will give you until the 17th to remit balance."

Receipts showed that the employe who received this letter had paid the entire amount of cash which was received and had offered to pay interest at the rate of 60 per cent. per annum upon the same. The $5.10 demanded is over 300 per cent. per annum interest. This same employe, after he had applied for the loan and had been assured of secrecy, found that a representative of the loan company had visited his employer and very seriously endangered his position by the inquiry made.



THEIR ERRAND IS TO CAUSE AS MUCH EXCITEMENT AS POSSIBLE

This is but one form of the disaster which follows quickly upon the borrower's neglect to meet his weekly payments. A copy of the assignment is sent to his employer, with the threat of a personal visit. Such visits are made by persons, often women, especially hired for the purpose. Their errand is to create as

much excitement in the office as possible, and if not effective in causing his discharge, they often call and make a disturbance at his home.

Nor does the trouble end with change of employment, for the assignment covers all future jobs, no matter where the man goes. A salary loan means that the borrower has forever mortgaged his earning capacity.



The Office Clerks' Trials

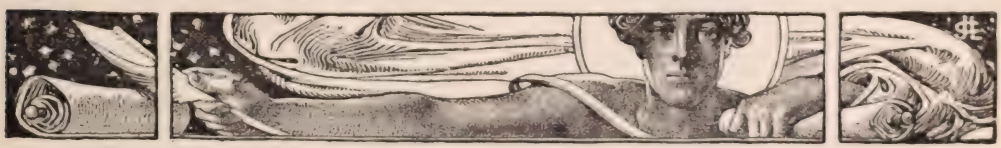
When our chief clerk gets cross and his blue eyes grow black,
And his pencil comes down on the desk with a whack,
We office clerks shudder and fall into line,
And each sits up straight as a pole without spine,
Our cares and our worries then come thick and fast,
The pencil points break and the ribbons won't last,
Nothing goes right, the world's dark as sin,
When our chief clerk gets cross and his dimples go in!

When our chief clerk gets cross, then the numbers they mix,
And box-cars and coke-racks begin playing tricks,
Fred Gerbig's records, they never run right,
While Ackerman's mileage is 'way out o' sight,
Fischer gets called down for being so late,
And Wette cannot get his work up to date,
And the whole bunch would like—but we dassen't—to grin,
When our chief clerk gets cross and his dimples go in!

When our chief clerk gets cross then everything's wrong,
And Bortner puts figures where ciphers belong,
Paul Faustman gets carbon all over his face,
While West looks as if he'd been running a race,
Tom Carroll gets nervous and stuck up with glue,
And Steinekamp is tired with nothing to do.
Not a soul on the force knows just where to begin,
When our chief clerk gets cross and his dimples go in!

When our chief clerk gets good—oh, great is our joy,
Pop Shaw takes his hat off and feels like a boy,
McCullough starts singing, so happy is he,
Oh, everything's lovely and grand as can be,
Jim Taylor is smiling—the whole world seems bright,
The columns all balance; the records run right,
And each one would like—but we dassen't—to shout,
When our chief clerk gets good and his dimples come out!

—*Selected.*



Address of Engineer A. B. Westfall, Chairman Wheeling Division Employes' Meeting at Benwood Junction, April 12, 1915

Engineers will find the suggestions in this article most helpful to them in their work, and all readers of the Magazine will be benefited by the clean-cut, logical and strong argument which Mr. Westfall makes on the relation of the employe to his work on the railroad.—*Editor.*

Gentlemen—

We have met here today in answer to our superintendent's bulletin calling us together to discuss the subject of fuel economy and the different means of arriving at the greatest possible economy in handling our different supplies.

This subject is an old one and a new one combined. By referring to Matthew, 25th Chapter, beginning at the fourteenth verse, you will find that Jesus speaks the following parable to the people:

"Watch you therefore for you know not the day or the hour when the Son of Man cometh. A man was leaving to travel in a far country and calling his servants unto him, he gave them his goods. Unto one he gave five talents, unto another two, and unto another one talent; to each man he gave according to his ability and then he took his journey. Then he that received the five talents went and traded carefully with them and soon gained five talents more; likewise, he that received two also gained two other talents; but he that received one, went and digged in the earth and hid his Lord's money.

"After a long time, the lord of these servants came and reckoned with them. He that had received the five talents came and brought the other five talents, saying, 'Lord, thou deliverest unto me five talents, behold I have gained beside them five talents more.' Then he said, 'Well done thou good and faithful servant, thou hast been faithful over a few things, I will make thee ruler over many things; enter thou into the joy of thy Lord.' He that received the two talents came also and said, 'Lord, thou gavest me two talents, behold I have gained two talents besides them,' and his lord said unto him, 'Well done thou good and faithful servant, thou hast been faithful over a few things, I will make thee ruler over ten cities.' Then he that had received one talent came and said, 'Lord, I knew thee to be a hard master, reaping where you had no right, and collecting where you did not earn, and I was afraid and went and hid your money in the earth, so you have the money that is thine.' His lord answered and said unto him: 'Thou wicked and slothful servant. If thou knew I was a hard man, reaping where I had not sown, why did you not take my money to the lenders where I could have had interest at my return? Take, therefore, the talent from him and give it unto them that hath the other talents and cast the unprofitable servant into outer darkness."

My fellow men, it has ever been so; he that is careful of his employer's property is soon made ruler over more. Business has so changed in the past few years that the man of honesty and honor is always in demand and the Golden Rule is becoming more and more the very

foundation upon which an honorable business stands. The economic principles surrounding the modern railroad today are of such magnitude and deep scientific study as to be a problem for us to work on for years to come; and, now as never before, we as employes of our Company are in duty bound to make as good reckoning of the talents entrusted to our care as we possibly can.

I see here today employes from different classes of the service, each a round a hub of honesty and economy. The slogan of business is not "How much money can we make," but "How can we serve the people best and make money honestly," or, in other words, "How can we try to add unto that with which we have been intrusted."

We have some very interesting subjects for discussion today, and I do earnestly hope that each man here will take some part in the general discussion of economy as he sees it. Remember,



IN FRIENDLY HANDS *Courtesy Leslie's*

Locomotive engineers who ran the last train from Antwerp into Holland, being taken under the guidance of a Dutch officer to get a good meal. Being civilians they are not interned, but if they go back to Belgium the Germans will make them prisoners of war.

unit of this Road, and upon you and your efforts hinges a certain amount of responsibility tending to the prosperity of the whole. Look around yourself and your shop or your labors, and see if you can economize or conserve of the property in your care just as you would if it were your own. Times have so changed and the basic principles of business have become so strong because of this change from the old way of haphazard methods, that it is a natural result to sort out the crooked and deceitful to make way for good and faithful servants.

Today you and I face a new age. The great wheels of industry are turning we do not all look at things alike and perhaps what you are thinking of, if put into words, is just what your brother across the aisle has been waiting a long time to hear.

Speaking from an engineer's point of view, I would say to the other engineers present that we are the most conspicuous employes on the train, and more men are made or marred by following our example and watching our methods, than they are by watching any other man in train service. Get your eye on all the details of the engine, from pilot to tank; watch the coal and learn to regulate the lubricator to the work being done by the

engine. All engines do not oil alike, and if you are running an engine that is easy to lubricate, watch the oil just the same. If you can take her in at the end of the run with an inch of oil in the lubricator, do so, and you will soon learn to feel a silent exultation that at least you are helping to save a very valuable item, worth fifty cents per gallon.

Two things that are of vast importance in the coal consumption of any engine are the sanders and the blower. Always make a study of the sanders of the engine you are running, and if they are not what they should be from your point of view, make a detailed report on your arrival as to the changes or repairs necessary to make them better. Report joints where rain gets in or where water from any source wets the sand. You know a little sand under the wheels at the proper time saves many a useless turn and that nothing is quite so aggravating as to let a little rain cause you to hang up or lose time. Again, all of us know what an aggravation it is to try to get an engine hot when the blower is blowing steam up one side of the stack while atmospheric pressure races down the other side. Look after the blower, see that the steam jet causes as full a stack as possible, and if it doesn't, report fully. You know that one-third of the coal wasted by a poor blower will get an engine hot in one-third the time. Many of us have been called to take an engine out that was not out of the house yet, not hot, the blower was one of those one-sided affairs, and the flues were settled full of soot. The hostler was raking and poking at the fire like a puddler and finally, after quite a delay, the engine had enough steam to get out of the house, and before you had proceeded twenty miles, the fireman was pulling clinkers out about the size of a dog. So boys, pay a little more attention to the blower. It if is a bad one, you will need it every trip, and if it is as nearly perfect as possible, you will need it a whole lot less.

Now, gentlemen, just two more things about the old hog and then we will try to give you something more interesting. When you inspect your engine, always look at the smoke box door and have the fireman turn on the blower. If there is a leak of air any place around it, make a report and have it caulked up. I do not want to question the practices of our locomotive repair shops; but, gentlemen, there are two very faulty things being done to some of our locomotives as they go through the shops. I am speaking from my own experience while firing, and my observations as an engineer. One of them is the method of riveting in the door collar or ring. I do not think it is the fault of the blue print, but somehow this door collar gets riveted into the boiler in such a position on some of our engines that it is almost impossible to shovel coal all over the firebox as it should be, but you are compelled to place the shovel clear in the firebox in order to scatter coal in the back corners. I would say from an off-hand guess that the cost of cutting out a door collar and replacing would cost nearly fifty or sixty dollars, but I do believe there are some engines which if on them this were done, would, in a short time, save this cost in fuel. I have personally measured some of these doors and found that the distance from them to the inside of the furnace is about eighteen inches. This makes it like firing and trying to spread your coal through a barrel, one-half of which is horizontal and the other a dip down towards the grates of almost 45 degrees. The other thing that does not look good to me is this: On some of the rebuilt engines I find a lack of proper opening in the ash pan for air admission under the grates. Our heavy freight engines have from forty-eight to seventy square feet of grate bar area, and the openings in the ash pans for our gas coal should run seven to ten square feet, according to the class of engine, say one foot of ash pan opening to each seven square feet of grate area. I have been running engines before now with free nozzles and arches that, when the engine was working hard, when the shovel got to the furnace door you could almost see the draft come out and catch the coal and if the fireman shook a little too much coal into the ash pan, it would burn as if it was in a furnace, because the ash pan did not have enough opening to admit of anything like free

circulation of air under the grates. This is particularly true of our class E-24 engines, some of which have a scant three or four square feet.

Now, men, just a word on the fuel efficiency of a locomotive and you can see what it means to economize on the fuel of an engine. As a result of a series of tests run on the Purdue locomotive, Prof. W. F. M. Goss finds that the disposition of the heat developed by burning coal in a locomotive firebox is, on the average, about as shown in the following table: Absorbed by steam in the boiler, 52%; by the superheater, 5%; total 57%. Losses, in vaporizing moisture in the coal, 5%; discharge of carbon and oxygen, 1%; high temperature of the products of combustion, 14%; unconsumed fuel in the form of front-end cinders 3%; cinders or sparks passed out of the stack, 9%; unconsumed fuel in the ash, 4%; radiation, leakage of steam and water, etc., 7%. Total losses, 43%.

It is probable that these losses are considerably less than the losses which are experienced in the average locomotive in regular railway service.

(Bulletin No. 402, U. S. Geol. Survey, 1909.)

A very high official of the mechanical department of the Great Western R. R. in England, according to a recent issue of *Railway and Locomotive Engineering*, once said of a steam locomotive, "that is the best designed contrivance ever constructed for the consumption of fuel," and from Prof. Goss' test, we are inclined to believe that it is.

Gentlemen, we are in the midst of a new economic period. We, as American citizens, must realize that ours is the only great country which stands free from the terrible human and economic waste. The war which is now devastating Europe is the most appalling calamity the world has ever experienced. The need for financial and economic principles of business must needs come in its wake and we must be ready to take care of the prosperity that ultimately will come our way.

From the railroad president down to the section hand's wife, from the general manager of the great department store down to Mrs. Jones, wife of the dry goods clerk, exp nses will have to be watched with more care than ever before. The need of saving is now greater and the value of money saved now will continue to increase far beyond our expectations. Let each one present tell us of economy as he sees it and let us remember that in unity there is strength.

The Warrior and the Peasant

A LITTLE while ago I stood by the grave of the old Napoleon—a magnificent tomb of gilt and gold, fit almost for a dead deity. I thought of the orphans and widows he had made—of the tears that had been shed for his glory, and of the only woman who ever loved him, pushed from his heart by the cold hand of ambition. And I said I would rather have been a French peasant and worn wooden shoes; I would rather have lived in a hut with a vine growing over the door and the grapes growing purple in the kisses of the autumn sun. I would rather have been that poor peasant with my loving wife by my side, knitting as the day died out of the sky—with my children upon my knees and their arms about me. I would rather have been that man and gone down to the tongueless silence of the dreamless dust than to have been that imperial impersonation of force and murder.—*Robert G. Ingersoll.*



THE STAGE SETTING, THE GLEE CLUB BACK OF IT AND PART OF DECORATIONS AND AUDIENCE ON NIGHT OF FIRST ANNUAL CONCERT AND DANCE

Note the realistic street crossing, the semaphores, the up to date "DANGER" device and the conductors (on left) in uniform, who acted as ushers

Initial Season of Baltimore and Ohio Glee Club an Unqualified Success

Over a Thousand Employes Attended the First Annual Concert and Dance

LAST October a few of the Baltimore employes of the Baltimore and Ohio Railroad who enjoyed male chorus work, got together and formed the Baltimore and Ohio Glee Club. Like most musical organizations it has had its times of adversity, but the faithful few who constituted a strong nucleus during those days of tribulation, are now being rewarded by seeing the club a strong and enthusiastic body of fifty men.

At the outset the club was fortunate, particularly in three ways. First, it had the good will and wishes of the officers of the Company; second, it succeeded in getting Mr. Hobart Smock as conductor; and third, through the kindness of Mr. William H. Morriss, the general secretary of the Central Y. M. C. A. of Baltimore, it secured the use of the splendid assembly room in the association building for its rehearsals.

There are only a few experienced singers in the club, the thought back of the organization being not so much to attract trained voices already affiliated with other musical bodies as to provide a way whereby men with untrained voices can get together in a social and informal manner and give expression to their fondness for singing. So that most of the fellows joined just because they "liked to sing." The democracy of song and music is literally exemplified in the organization, the ages of the members running for instance all the way from eighteen to over seventy. In fact, E. L. McCahan, who has been present at every rehearsal except one, is the oldest member, a veteran Baltimore and Ohio employe, who is still in active service as engine dispatcher at the local Riverside Yards. Again, over twenty departments are represented, the mere naming of which not only shows that the club is a real social democracy, but also suggests the enormous ramifications of a railroad organization. Telegraphers, private secretaries, auditing clerks, air-brake experts, freight handlers and freight clerks, vocational specialists, engineers in the testing department, printers and proof-readers, railroad policemen and detectives, engine erectors and repairmen, motive power maintainers, wreck experts, car service and record clerks, engine dispatchers, tool makers, students of fuel economy, claim clerks, grain weighers and publicity men, all these certainly suggest a cosmopolitan array of vocations, and one that could scarcely be duplicated by the employes of any business organization of less scope and magnitude than a great trunk line railroad.

In the prospectus issued at the time of the organization, it was stated that the purpose of the club would be "to stimulate interest in music, provide healthful and cultural recreation for the members and their friends, and to promote sociability and good fellowship." Not a

member would fail to give his vigorous affirmative if asked if these ends have been realized.

The club provided a large part of the entertainment at the annual meeting of the local Baltimore and Ohio Veterans' Association at Hazazer's Hall, in January, and gave the veterans and their friends a good deal of pleasure.

But the great event of the season for the members of the club was the first annual concert and dance, which was held in Lehmann Hall, Baltimore, on the night of April 21st.

If, perchance, you had wandered up Howard Street, Baltimore, that night, you would hardly have felt yourself in any other than a railroad atmosphere. On either side of the door as you walked in, there was a handsome illumination of the Baltimore and Ohio Safety First sign, elaborately painted on glass about five by six feet in size, and so well lit and attractive that the gaze of many passers by, who knew not the good things in store for those inside, was drawn irresistibly to it. When you walked into the spacious lobby and proffered your tickets, they were taken from you by Mr. Snyder, the assistant stationmaster at Mt. Royal, and by Mr. Chew, the gateman at Camden, each dressed in the regulation Baltimore and Ohio uniform. By them you were directed to the cloak rooms, the gentlemen's presided over by a couple of "Jim" Parsons' ebony-hued and smiling helpers at Camden, also in uniform, and the ladies', by two uniformed maids from the Baltimore Y. M. C. A. Emerging from there, you were handed your programs by Messrs. Rock and Whitson, Baltimore and Ohio messengers in new uniforms, and ushered to your seats by the following handsome conductors who run on our Royal Blue line trains: Messrs. Biddeson, Jenkins, Owens, Reese, Shipley and Williams. Eight hundred yards of standard railroad color bunting, and eight hundred regulation signal flags had been used in profusion to decorate the hall, and if anything were needed to complete the railroad illusion, you would have got it by a glance at your program. Pinned through the top of the small cover was a tiny safety pin and underneath it the word "FIRST" printed in big letters, the obvious meaning being "Safety First." After that followed,

A Trip to Songland
via the
Baltimore and Ohio Railroad
Employes' Glee Club
personally conducted by
Mr. Hobart Smock
etc.

The first page of the program contained the formal acknowledgments for the loan of the piano, the arrangement of the stage properties by C. A. Thompson, signal supervisor, and S. C. Tanner, master carpenter, both of the Baltimore Division, the refreshments by John Bopp, restauranteur at the central building, the decorations by F. E. Johnson, storekeeper at Mt. Clare, and the program by G. R. L. Leilich, manager of the printery at Mt. Clare. Then followed the names of the singers, and a foreword briefly stating the objects and the ideals of the club. On the page facing the first number on the program was an "Ode to Music," dedicated to the club by Louis Grice, chief clerk to the auditor of passenger receipts, whose articles on the various forms of poetry and whose poems are well known to the readers of the Magazine. All the words of each of the eleven numbers sung by the club were given, so that the audience could follow them intelligibly; and for such numbers as the "Pilgrim Chorus" from Tannhauser, enough of a description of the original setting of the piece was given to make the nature of the song appeal more strongly to the auditors. The final number on the program was the "Star Spangled Banner," the words given in full, and above them a request was printed that the audience join in the singing of the anthem. And sing they did—with feeling and enthusiasm. The last page was devoted to the dance card.

On railroad schedule time, the concert began. From behind the curtain, two long and two short blasts were given by a regulation locomotive whistle which, to the operating men in the hall, could mean but one thing, namely, that someone was blowing for a crossing and wanted the

right of way. Then a crossing bell started to ring, and as the curtain went up it disclosed a railroad crossing as realistic as you would see in your own city or town. The two gates, resplendent in a new coat of white and with lighted lanterns hanging from them, were standing upright, and on either side of the stage was a regulation three "eye" semaphore, set with arms down and the red disk luridly indicating "stop." There was one of the latest type crossing warnings (kindly loaned by the Union Switch and Signal Co.) flashing red lights in succession, and the bell continued ringing as "Happy John," whom everybody about Camden Station knows, dressed in the uniform of a gateman, slowly turned the handles and lowered the gates. While the gates were being lowered the semaphore blades were rising to the upright or proceed position and the lights changing to white. Then the members of the club came from the wings and massed behind the gates, after which the bell stopped ringing, the the gates were raised, the semaphores changed to stop position, and Mr. Smock, the director, stepped to the front of the stage and raised his baton for the first song.

Of the concert proper, our readers can get a good idea from the article which appeared in the Three Arts Column of Mr. J. O. Lamden in the *Evening Sun*, the leading musical department in Baltimore. Mr. Lamden said:

"A day or two ago I had the pleasure of meeting the editor of the Baltimore and Ohio Employes Magazine, who told me about the Baltimore and Ohio Glee Club, a phase of musical work in Baltimore with which I was quite unfamiliar, and as it seemed rather significant, I asked him to write me something about the concert that the young men gave at Lehmann Hall last week. I did not know anything about this entertainment until it was over and I am rather sorry, for it must have been very interesting, as there were more than 1,000 persons in the audience, and it passed off with the greatest *eclat*.

"In describing the affair my informant writes: 'It was an experiment for more reasons than one. First, because in the whole club of fifty-four men there were fewer than ten trained voices; second, because when the club was first organized it was predicted that it would fail of its purpose to sing good music and to sing it well, and third, because glee clubs, even when composed of well-trained voices, as are the organizations annually sent on tour by our colleges and universities, often find it difficult to get a capacity audience even in the cities in which they are supposed to have a good following. Against these handicaps members of the Baltimore and Ohio Glee Club pitted their love of song, their youthful enthusiasm and the fine directorship and personality of Hobart Smock. And in view of the fact that not a single unfavorable criticism of the concert has been heard, it does not seem egotistical to say that the handicaps were at least partially overcome. That does not mean that such a number as the 'Chorus of Pilgrims,' from Tannhauser, was sung with the same beautiful expression as would have been given it by the local German singing societies, or that Finiculi-Finicula had the same dash and *verve* as it would have had from a chorus of Italians. But it *does* mean that as a whole the body of tone was good, the attack sharp, the words well spoken and that in such typical glee songs as the old favorite 'Cousin Jedediah,' the boys fairly outdid themselves in their precision of enunciation and their variety of expression. They caught so perfectly the spirit of the song.

"'In addition to the numbers already mentioned, the club sang 'A Jolly Good Song,' 'O Were My Love,' 'Mammy's Lullaby' (the tune being Dvorak's 'Humoresque'), 'Last Night,' 'The Lost Chord,' 'Old Black Joe,' 'Winter Song' and 'Schneider's Band.' Miss Marguerite J. Galloway sang 'Spring's Awakening,' by Sanderson, and Mr. Smock gave Mildenburg's 'Ich Liebe Dich,' 'Lorain Loree,' by Charles Gilbert Spross; 'Mandalay,' by Oley Speaks, and 'Rolling Down to Rio,' by German.

"'Not the least enjoyable part of the concert,' continues the writer, 'was the singing of 'The Star-Spangled Banner'

by the entire assemblage, and this phase of the evening's entertainment, perhaps, denotes as accurately as anything could the principal reason for the formation of the Glee Club, namely, to get as many people as possible to take more than a passive interest in song. So it was felt that the participation of every one there in at least one song would realize to a degree the purpose of the concert.

"'I am writing this not so much in recognition of what has already been done as to indicate something of the potentialities of the Glee Club. In an organization having as many local employes as the Baltimore and Ohio it should be easy to enlist the services of 100 active singers, and this is the number that the club has set for its minimum membership next year.'

"All this goes to indicate the enduring fascination of song. Almost everyone loves to sing and that a group of amateurs is able, in so short a time, to present such a serious and significant program, indicates something of the spirit with which the Baltimore and Ohio Glee Club is inspired.

"It is a phase of musical activity in the community that should receive the encouragement it deserves."

Little was said in this article about the soloists of the evening, Miss Marguerite J. Galloway, the daughter of the general manager, and Mr. Smock, the director and leader of the club. But their numbers were very beautiful, indeed, Miss Galloway being forced to add an encore to her program number, "Spring's Awakening," and Mr. Smock being recalled several times, too. After Miss Galloway had added her second number, Mr. Leigh, the president of the club, in behalf of his associates, presented her with fourteen American Beauty roses.

After the concert, Mr. Leigh, in an extemporaneous but very funny and appropriate address, reviewed the season, spoke of the pleasure that the rehearsals had been to the fellows in the club and the possibilities which the club offered for the creation of a fine *esprit de corps* in our organization in Baltimore. He also extended a cordial invitation to all the



IT LOOKS AS IF THE BOYS WERE CERTAINLY RELIEVING THEMSELVES OF SOME CHOICE "AGONY"

Baltimore and Ohio men in Baltimore to join the organization next year.

The concert over at eleven o'clock and the accompanying picture of a few of those there and of the club lined up back of the stage properties, the cry was "on, on with the dance," and on it went until one o'clock. The music was furnished by an orchestra of ten pieces under the direction of Mr. Knight of the freight claim department, and as previously stated, the refreshments were in charge of Mr. Bopp, another Company employe. Even in his part of the program, the railroad atmosphere had been carried out, for the waiters were all from the lunch room in the central building, they were dressed in the regulation uniform of Baltimore and Ohio dining car waiters, and the tables were decorated in railroad colors.

It has been and still is the purpose of the Glee Club to give its services without pay in behalf of any worthy object. With this end in view, it sang at the great meeting held in the Hippodrome in Baltimore by the associated humanitarian societies, at which Mr. Egan, our general claim agent, was chairman. It also gave a large part of the program at a splendid entertainment held under the auspices of the Men's Club at the church of the Ascension in Baltimore, and it expects very soon to go out to the Fresh Air Farm for children near Baltimore and sing for them.

The members of the club have been invited to attend the summer outing of the Veterans' Association of Baltimore as the guests of the association, and just now, as the Magazine goes to press, word comes that the operating department is to have a convention at Deer Park, Md., on June 25th and 26th, and that the club is to be taken to entertain the many officials from all over the System who will attend. This is a gracious tribute on the part of the officials to the work that the employes in the club have been doing, and if any reward were necessary for the efforts that have been put forth to make the organization worthy of the Baltimore and Ohio Railroad, surely the good will which prompted this invitation and the two delightful days that the members are anticipating at Deer Park, will be ample.

Ode to Music

Dedicated to the Baltimore and Ohio Employes' Glee Club

By Louis M. Grice

O goddess of harmonic grace,
Our tongues to thee with praise incline;
Let thy melodic glory shine—
Unveil the splendor of thy face,
That we may sound thy themes divine,
And thrill the raptured ear of space!

Sweet Music, solace of the soul—
All-glorious queen of golden song,
Thy voice angelic floats along
From torrid zone to icy pole,
Vibrating, soaring, rich and strong,
With highest heaven as thy goal!

Safety as it Affects Freight House Operation

By John Draper

Agent Chicago

AS supporters of the great Safety First movement, I hope each of you fully appreciates why we are here for a few minutes talk upon the subject.

The Safety First movement, as you know, not only includes safety to person, but safety to the goods entrusted to our care. Each employe, no matter in what department, should interest himself in this worthy cause, and it is not until each of us turns out the work we are expected to perform, 100 per cent. perfect, and with regard, first to personal safety and next to the safety of the goods entrusted to our care for transportation to destination, thereby conserving to the fullest extent the revenues of this Company, that we shall have attained the object for which this great movement was inaugurated. Not until we give our full individual support in accomplishing this result can we consider ourselves worthy supporters of this cause.

Why was the Safety First movement begun? It was begun because of the great number of personal injuries, deaths, accidents, etc., which have taken place in the past that might, with ordinary care, have been prevented, and the resultant suffering, sorrow and privation of employes and their families. It was because of the vast amount of money paid out by this Company due to such accidents. It was because of the great injury and damage done in the transportation of freight, resulting in heavy losses in the payment of claims on such freight, which this Company, upon receipt of, obligated itself to transport in good condition and in safety to destination.

Perhaps we sometimes think we are not receiving a fair compensation for the work we perform and wonder why we do not receive more. Gentlemen, when we have attained the 100 per cent. efficiency mark, we may all reasonably expect a larger compensation for the work we do. Therefore, upon your individual and collective interest and support in the prevention of injuries, and the safe transportation of goods, depends largely whether or not enough profits may be accumulated to justify greater remuneration to you.

Safety First is being impressed upon every employe of this Company today, and from reports read at the various monthly divisional Safety meetings, very gratifying results are being obtained, and it is my earnest desire that we at Chicago be second to none in the interest we show and the results we obtain. Suppose you were running a small store, and one of your helpers was careless in his work and you had cautioned him to be more careful and he disregarded your admonitions and continued to do his work in the same old careless way, what would you do with him? You would simply get rid of him and employ some one who would handle your goods as you wished them handled. That would be fair treatment but this Company acts even more fairly than that. It has employed a number of experts to go among you to point out to you how better results may be obtained and so give you every assistance it can to do the work allotted to you with the best possible results and with the least possible danger to your person.

We, as freight house employes, are particularly interested in the safe transportation of property entrusted to our care and our actions lie chiefly in the handling of freight so that it may reach its destination in perfect condition. In days gone by, it was sufficient for the ordinary freight house man to satisfy himself with the thought that he had done a day's work, regardless of the manner in which it was done, and it was partly because of the enormous losses brought about by this careless way in doing work that it was found necessary to inaugurate the Safety First movement. If its mission is fulfilled, it will conserve a great amount of money which has heretofore been wasted, and most certainly will have a great tendency to increase your own individual earning capacity.



I have no figures at hand to show what this Company pays out monthly on account of personal injuries, accidents, deaths, loss and damage claims, etc., although these amounts, as read at the divisional Safety meetings, appealed to me as being very large—so it follows that if these claims be reduced, you and I, in consequence thereof, may reasonably expect better conditions.

I know that we have accomplished a great deal in the right direction here since the movement began. I sincerely hope that every one of you will assist with every fair means in your power to help the Safety First cause, and that when anything is noticed by you which is not exactly right, you will draw the attention of the proper party to the matter so that it may be rectified before any loss or damage is sustained.

Let me say to you that no man is worthy of employment with this Company, or with any other company, who has not the full interest of that company at heart, as far as he and his fellow employes are concerned. It is only such men as these who may reasonably expect consideration on the part of this Company when the time comes for a reduction in the force due to dull times or some other unforeseen causes. This is not only fair to both parties but it is inevitable that the least valuable worker should go first.

I have one more word to say, and that is that I cannot impress upon you too forcibly the fact that work well done is doubly done, and that no matter what the consequence may be, work must be done in this fashion, having regard, first, to your personal safety and the safety of your fellow employes and.

secondly, the safety of the goods entrusted to the care of this Company for transportation to its destination. When we do our work with the greatest amount of accuracy, there is a minimum of difficulty experienced in its handling after leaving our hands and to that extent you are lending your support in the conservation of the Company's money, and, as you know, the greater the net profits the greater our chances for additional remuneration.

Our rating now is very near the one hundred per cent. point, so let our motto be, "The Full One Hundred Per Cent. Efficiency."

The New Somerset Station

By P. A. Jones

Connellsville Division

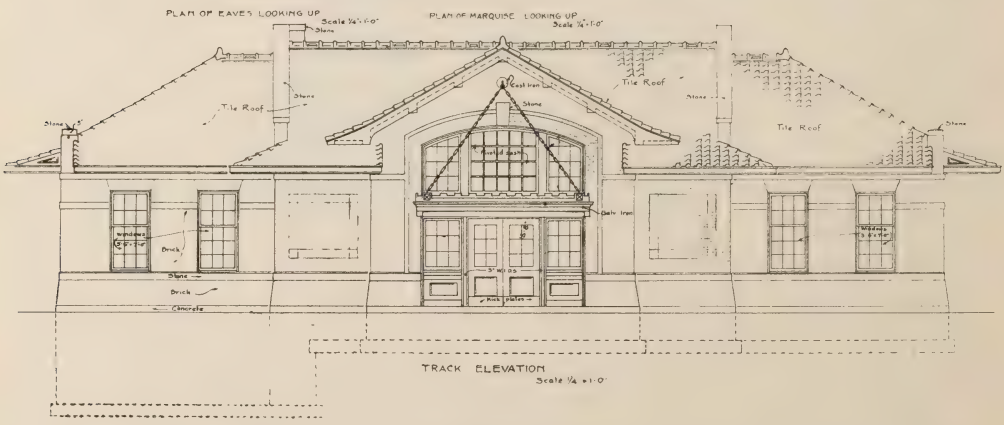
PLANS have been completed for erecting a passenger station at Somerset, Pa., on the Somerset & Cambria Branch, which, while affording ample accommodations for travelers, will add to the attractiveness of the place. The new station will be thoroughly modern in design, of brick construction, with tapestry effect and a tile roof. The building will be seventy-five feet long and thirty feet wide.

The interior plan of the station calls for a general waiting room, in which passengers can purchase tickets, check baggage and reach the women's retiring room and men's smoking room. The building will have ample toilet facilities for both men and women. Spacious seats will be provided in the waiting room and a bubbling fountain will enhance the general attractiveness. The station will be heated by low-pressure steam.

The station platform will be of vitrified brick with concrete curb, extending from Patriot Street to South Street. Between these streets and the station, an attractive parking effect will be made with grass plots and flower beds, while in the rear of the station will be a driveway leading from Patriot Street and South Street.

The new station was designed by the Baltimore and Ohio architect, M. A. Long, who has prepared the plans of numerous attractive stations erected in recent years by the Company.

The present station, which will be replaced by the new station, will be moved across the tracks and fitted up as a freight station, having separate team and house tracks.



FRONT ELEVATION OF NEW SOMERSET STATION

The New Book of Operating Rules

By B. H. Anderson

TO one who reads a Book of Rules of the Operating Department, and who has had no experience in the compilation of such a volume, the amount of time, thought and labor involved in its preparation can hardly be appreciated.

The method employed on the Baltimore & Ohio is viz.: The rules already in effect are printed so as to occupy one-half (the left side) of a sheet of paper about legal cap size, the right half of the sheet being left blank, so that opposite each rule there may be indicated expressions of opinion, or a revision or rewording of the rule, which to the person writing would seem either to better meet the conditions or render the rule less liable to more than one construction, and therefore understood alike by all those who are to be governed by it on the railroad.

The sheets also contain additional rules that are considered necessary for good practice on most, if not all, divisions, and are generally taken from special rules of the time-tables.

A document arranged as above is sent to each of the general managers, general superintendents and division superintendents. The latter may have them considered specifically at meetings of the division staffs and such changes or suggestions are made as may be deemed desirable. The document is then sent to the general superintendent, who may or may not concur in the suggestions made, and may indicate certain changes therein. This done, the document is presented to the general manager for his observation and suggestions, and then all of the documents are placed in the hands of the rule committee, which at present is composed of the following: C. Selden, chairman; F. E. Blaser, W. H. Averell, J. E. Spurrier, P. C. Allen, J. C. Hagerty, R. B. White.

The members of this committee then consider each definition or rule from all view points that may occur to them, and sometimes make changes.

The rule committee has before it at all times the Standard Code of Operating Rules of the American Railway Association, which in so far as railroad government is concerned, is regarded as a constitution, involving certain principles meant to emphasize the factor of Safety in operation, but not going into detail as to how these principles shall be applied upon the respective railroads. For example the Standard Code Rule 83 provides that,

"A train must not leave its initial station on any division (or sub-division), or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left."

It will be noted, however, that this does not indicate in detail how the requisite information shall be obtained. Therefore, on some railroads certain books are used for the purpose of giving the information; on others it is secured by means of certain blanks. But the principle involved in the Standard Code is conformed with in both instances.

After the rule committee has decided upon what, in its opinion, the rules should be, they are again submitted to the general manager, and if he concurs in their recommendations they are placed before the vice-president in charge of operation. When his approval is secured the rules are ready to be printed.

In the printing process the proof of the rules is read and re-read a number of times by the forces in the general inspector of transportation's office. It is finally found to be correct and the book is published.

In order that the fullest consideration shall be given to every rule and to the construction liable to be placed on every rule, and so that the book when ready for issuance shall be as perfect as possible, a year or more often elapses between the beginning of the work and its completion.

Differences of opinion between officials naturally give rise to a large amount of correspondence before a unanimity of opinion can be secured.

From time to time the transportation committee of the American Railway Association, owing to changed conditions or for some good reason, find it necessary to add rules to the existing code, or to change some of the existing rules. Where the railroads concur therein, this makes it necessary for leaflets—known as pasters, or general orders—to be issued to meet the practice suggested by that association.

Summer Outing of Baltimore Veterans' Association

The Entertainment Committee of the Veteran Employes' Association, Baltimore Division, Baltimore & Ohio Railroad Company, will hold a complimentary outing and crab feast at Miller's Park, Dundalk, Baltimore County, on July 19th, 1915, to which all members and their wives are to be invited.

The catering has been placed in the hands of one of the members of the Association who has devoted his entire service to the Company in that line and the committee has the assurance that he will surpass all previous efforts on this particular occasion.

Miller's Park is located directly on the Patapsco River, near Chesapeake Bay, and is convenient to trolley lines. For those who enjoy crabbing, fishing, boating and bathing, a more ideal spot cannot be found in the vicinity of Baltimore.

Bowling contests will be held and prizes awarded to the successful contestants. Dancing will also be a feature of the occasion.

The Entertainment Committee is composed of the following:

George T. MacMillen, chairman; John J. Bopp, August C. Hoffman, Charles G. Flaharty, William T. Holmes, Sr., Wm. H. Shaw and J. Frank Espey.

An invitation has been extended to the Baltimore & Ohio Glee Club, which entertained the veterans so delightfully at their last annual entertainment, and the committee will put forth every effort to make the occasion one long to be remembered in the annals of the Association.

She Thinks Our Service Quite Perfect

HERE is a picture of Miss Irma Pratt, of Barton, Ohio, who was graduated this year from the St. Clairsville, Ohio, High School. Besides being a particularly pretty girl,



MISS IRMA PRATT

Miss Pratt made the remarkable record of traveling 8,000 miles on a Baltimore & Ohio accommodation train between her home and school during the five years of study without once being late

for school. This is a remarkable example of the efficiency of American railroad passenger service, and the record is made more wonderful by the fact that the accommodation train which Miss Pratt used made connections with through passenger trains between Cleveland and Bridgeport.

Facts About The Fly

THE following questions and answers were prepared by the Indiana State Board of Health and have been widely copied.

1. Where is the fly born? In manure and filth.

2. Where does the fly live? In every kind of filth.

3. Is anything too filthy for the fly?

4. (*a*) Where does he go when he leaves the surface closet, the manure pile and the spittoon? Into the kitchen and dining room.

(*b*) What does he do there? He walks on the bread, fruit and vegetables. He wipes his feet on the butter, and bathes in the milk.

5. Does the fly visit the patient, sick with typhoid fever, consumption and cholera infantum? He does—he may call on you next.

6. Is the fly dangerous? He is man's worst pest and more dangerous than wild beasts or rattlesnakes.

7. What disease does the fly carry? He carries typhoid fever, consumption, and summer complaint. How? On his wings and hairy feet. What is his correct name? Typhoid fly.

Swat the Fly



8. Did he ever kill anyone? He killed more American soldiers in the Spanish-American war than did the bullets of the Spaniards.

9. Where are the greatest number of cases of typhoid fever, consumption, and summer complaint? Where there are the most flies.

10. Where are the most flies? Where there is most filth.

11. Why should we kill the fly? Because he may kill us.

18. When shall we kill the fly? Kill him before he gets wings—kill him when he is a maggot in the manure pile—kill him while he is in the egg state.—*Westinghouse Electric News.*

MANY railroad, technical and general interest magazines come to the office of the Editor. He will be glad to forward these the same day received to employes who will read and appreciate them. In writing (Editor Employes Magazine, Room 300, Camden Station), state your position in the service and which of the above kinds of publication you want. First come, first served.



BALTIMORE AND OHIO EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

A Story With a Moral

AN OLD negro preacher in the south was unexpectedly called upon to perform two wedding ceremonies on the same day. The churches in which the marriages were to be solemnized were some distance apart and he decided to take his little girl "Jinny" along for company. The first ceremony took place without untoward incident until the groom, just before his hurried exit from the church, approached the parson, and, after due explanation and apology for the size of the gratuity, handed him a fifty cent piece. The parson betrayed no disappointment, thanked him and taking "Jinny" by the hand, walked the intervening mile to the church where the second ceremony was to be performed.

As he walked up the aisle, he passed the poor box, and, a sudden feeling of liberality coming over him, he reached in his pocket, pulled out the half-dollar and dropped it in. Then he proceeded up the aisle and, with becoming solemnity, the second ceremony took place. But in the confusion that followed, the bride and groom and, indeed, most of the wedding party, hurried from the church and left the unrewarded parson and "Jinny" alone with a grizzled old deacon. Finally the latter came up, took the preacher's arm, led him down the aisle and when he reached the poor box stopped and said: "Pahson, in dis hyah church, it am customary to gib to de preacher puffohming de weddin ce'mony de contents of de po box." And he unlocked the box with important air and handed the preacher the fifty cent piece that the latter had dropped into it on coming into the church.

Again the preacher expressed his thanks and walked out. And when he reached the outside, little "Jinny" looked up at him and said:

"Pappy, if yu'd a put moh in, yu'd a tooken moh out."

* * * * *

It would not be difficult to write an editorial on "How to Make the Magazine Successful." In the way that it has so often been done in these pages, we would urge our readers to send in contributions, to cooperate with their division correspondents, to let the editor know when and where the Magazine is not being distributed properly, etc., etc. But we are not going to do that. We are simply going to say that we are glad that the Company has seen fit to renew its support of the Magazine again and that we believe that a large majority of the employes feel the same way about it. That we are going to do our best to make the Magazine helpful and interesting to all its readers. And, finally, that we want you to read again the story about the parson, the moral of which for you and me is that—

"The more we as individuals put into the Magazine, the more we will get out of it."

The Man by the Side of the Track

WE have all seen him—usually a short, dark foreigner, holding a tool in one hand and grabbing at his headgear with the other as our train whirls by covering him with dust, but not too busy to flash a smile in return for any chance salute. He is now an object of great interest at weighty railroad conferences. Eminent engineers and superintendents are planning about him—how to get and hold his

loyalty, how to secure his best services. We hear of permanent employment, fair pay with two weeks' vacation, the best of tools, free land for garden patches, old ties for firewood, and other privileges. Preference is to be given to the married man. We must win his respect and confidence by treating him on the principles of the Golden Rule. How wild all this must sound to any driving foreman of the sort that bullied gangs fifteen to twenty years ago! If this keeps up we shall reach a condition of things in which it will be tolerable to be poor—*Collier's.*

I'm Ready to Work

THREE acquaintances of mine made an extremely hazardous canoe trip down a river which has its delta on the southeast coast of South America. As a matter of fact the feat had never before been accomplished by white men. When they reached the seaport town, one of them had a fever which made it imperative that he leave for a more temperate climate immediately. Another had a job waiting for him in Buenos Aires, so that when sea transportation had been paid for these two, the other was practically stranded.

He knew a little Spanish, the commercial language of the section, but after two or three days of fruitless effort to secure a job, found himself dead broke.

Hunger is a mighty good incentive to get work, however, and I report in his own words how it affected him.

"I went into the office of the editor of the local paper, and in my best Spanish told him that I was ready to work."

" 'Who are you, and why do you come here and tell me that?' was the reply, 'we have no work for you.'

" 'I am ready to work,' I repeated."

" 'But I have no work for you. Who sent you here and why do you come and take my time talking as you are?' "

"I sat down in a chair and said again, emphatically, 'I am ready to work.' "

"Then he swung around and looked me squarely in the eye. But I did not flinch and to his repeated inquiry as to what business I had in his office and the suggestion that I had better get out, I repeated stolidly, 'I am ready to work.'

"Whether sympathy, fear or hypnotism persuaded him, he was never able to explain, but finally he said to me:

" 'Well, if you are so determined about it I guess you can work and I'll make a job for you.' And he did make one for me, to our mutual advantage."

The Law of Wages

EVERY employe pays for superintendence and inspection. Some pay more and some less. That is to say, a dollar-a-day man would receive two dollars a day were it not for the fact that some one has to think for him, look after him and supply the will that holds him to his task. The result is that he contributes to the support of those who superintend him. Make no mistake about this; incompetence and disinclination require supervision, and they pay for it and no one else does. The less you require looking after, the more able you are to stand alone and complete your tasks, the greater your reward. Then, if you can not only do your own work, but direct intelligently and effectively the efforts of others, your reward is in exact ratio, and the more people you direct and the higher intelligence you can rightly lend, the more valuable is your life. The Law of Wages is as sure and exact in its working as the Law of the Standard of Life. You can go to the very top and take Edison, for instance, who sets a vast army at work and wins not only deathless fame, but a fortune great beyond the dreams of avarice. And going down the scale you can find men who will not work of themselves and no one can make them work, and so their lives are worth nothing, and they are a tax and a burden on the community. Do your work so well that it will require no supervision, and by doing your own thinking you will save the expense of hiring some one to think for you."—*Elbert Hubbard.*

Thirty-fourth Annual Reunion of Company Employes

THE thirty-fourth annual reunion of Baltimore and Ohio Railroad employes and their families will be held at Harper's Ferry, W. Va., on Thursday, July 29, as announced by the committee which has the celebration in charge.

Anticipating the largest gathering of its employes since the reunions were inaugurated, the railroad company will operate special trains from Baltimore, one of which will go by way of Frederick, and the other by way of Washington; also from Mt. Airy, Martinsburg and Piedmont, besides which special accommodations will be provided on regular trains.

The special from Baltimore by way of Washington will leave at 7.30 a. m., and the second special by way of Frederick will leave 7.45 a. m. The other specials will leave Mt. Airy at 7.00 a. m., Piedmont at 6.10 a. m. and Martinsburg at 8.00 a. m.

It is expected by the committee arranging the reunion that 6,000 railroad men, their families and friends will be in attendance.

J. W. Gardiner, chairman, and R. Cummins, vice-chairman of the celebration, have been assured that Miss Jennie Smith, the national evangelist of the railroad men, will be at the reunion, as has been her custom each year. Miss Smith is known personally by Baltimore and Ohio employes from one end of the System to the other, and many of the railroad families look forward to the reunion as an opportunity to renew their friendship with the little woman whose words of advice and encouragement are cherished memories.

Veteran railroad men, members of the Baltimore and Ohio's Pioneer Corps, will act as a guard of honor for Miss Smith and occupy the platform during her address. An added feature will be the presence of many children who are named for the Guardian Angel of railroad men.

Secretary T. E. Stacy, of the Baltimore and Ohio branch of the Young Men's Christian Association, at Baltimore, under the auspices of which the excursion is being held, will be in general charge. Rev. A. O. Boda, of Baltimore will deliver the invocation.

An auxiliary committee of thirty ladies have charge of the picnic feature of the reunion and the decorating of the grove.

Mother and Son

George Swift Brengle, in Wesleyan Literary Monthly

Sometimes in the hush of the evening hour
When the shadows creep from the west,
I think of the twilight songs you sang,
And the boy you lulled to rest—
The wee little boy with the tousled head
That so long ago was thine.
I wonder if sometimes you long for that boy,
O little mother of mine.

And now he has come to man's estate,
Grown stalwart in body, and strong,
And you'd hardly know that he was the lad
Whom you lulled with your slumber-song,
The years have altered the form and the life,
But his heart is unchanged by time,
And still he is only thy boy as of old,
O little mother of mine.



SPECIAL MERIT ROLL

STATEN ISLAND

Meritorious service record has been issued in favor of agent William Henry, who discovered westbound platform on fire at West Brighton. Mr. Henry immediately procured a bucket of water and put the fire out before any damage could be done.

PHILADELPHIA DIVISION

On January 5th, 1915, conductor R. L. Wilson, in charge of extra train east No. 4031, while looking over his train discovered a defective condition on Baltimore and Ohio No. 89221 and arranged to set car off. Close observance and prompt action in relieving a dangerous condition is commended.



R. L. WILSON

On March 24th, 1915, S. J. Kockersperger, switchman, at about 11.50 p. m., discovered and promptly reported a defective condition on ladder track between "RG" tower and Wharton Street. Watchfulness and prompt action preventing possibility of accident is commended.

On the morning of May 31st, 1915, E. R. McGovern, index clerk in terminal trainmaster's office, on his way to work, discovered defective condition on ladder track at Reed Street, and by his quick action, stopped engine with draft of cars from passing over it. A proper credit entry has been placed on his record for this action.



E. R. McGOVERN

On March 6th, 1915, Wm. R. Cage, batteryman, discovered a defective condition on westbound track between 58th and 60th Streets. He went after trackmen to make repairs and also protected movement of trains. His prompt action to remedy defective condition and protect against accident is commended.



W. R. CAGE

WHEELING DIVISION

On June 1st, while train No. 92, engine No. 2588, was passing Graysville, section foreman D. W. Bouton noticed that check block was missing from Baltimore and Ohio No. 59912 and that it was leaning very badly; he took his hand car and followed the train to Foster where the crew were notified, car was jacked up and wooden block inserted. This possibly prevented a bad derailment and commendation has been placed on this man's record.

CLEVELAND DIVISION

On May 21st, fireman C. H. Cotton discovered defective condition in car on train passing Canal Dover, Ohio, and made proper report of same.

On May 18th, conductor W. E. Butts discovered defective condition in track at Erhart, Ohio, and had proper repairs made.

On May 22nd, conductor C. A. Seibert discovered defective condition at Tennants Tunnel.

On May 21st, conductor G. C. Love discovered defective condition at Benton.

On May 4th, section foreman M. Guido discovered defective condition in Lorain yard.

On May 15th, conductor R. G. Wheatley discovered defective condition in Lorain yard.

On May 18th, conductor J. A. Meister discovered defective condition in Lorain yard.

On the night of May 2nd, assistant yardmaster A. H. Gensley discovered approach to train shed at Cleveland on fire, and promptly extinguished same.

All of these observing and painstaking employes have been properly commended.

NEWARK DIVISION

Engineer Frank O. Peck, by his zealousness in keeping watch for and reporting material and tools along right of way, has been credited with merit entry on his record. Frank has quite a list to his credit, and is still reporting them.

Engineer M. E. Welsh, in siding at Bethesda, June 2nd, observed car with stuck wheel in passing train No. 190, immediately took his lantern, got signal to conductor, who applied air and brought train to stop. Welsh then called operator at Lamira by telephone and instructed him to hold No. 190 as they had a very hot wheel, liable to burst and cause derailment.

Appreciation of prompt action by Mr. Welsh has been expressed in letter from superintendent Jackson, and a merit entry made on his record.

CONNELLSVILLE DIVISION

On May 22nd, J. A. Hummel, operator at Opekiska, W. Va., observed a dangerous condition on a car in train of engine No. 1627, and immediately notified the train crew, who stopped the train and made the necessary repairs before any damage was done. Mr. Hummel has been continuously in the service since June 30th, 1911, and has been commended by the superintendent.

On May 14th, engineer G. A. Miller, in charge of engine No. 1387, train No. 74, while passing train of extra engine No. 2912 on siding at Roberts, observed dangerous condition on Baltimore and Ohio No. 236819 in that train. The train dispatcher was promptly notified of the condition of the car by telephone and the train was stopped at Somerset, where the car was switched out. Had it been permitted to run in this condition it would possibly have caused an accident and for his prompt action in reporting the case engineer Miller has been commended. Mr. Miller entered the service of the Company in the maintenance of way department July 1st, 1900; was transferred to the transportation department, in capacity of freight fireman, November 9th, 1900; and promoted to locomotive engineer February 11th, 1905.

OHIO DIVISION

The following employes on the Ohio Division are entitled to special mention on the merit page of the Magazine, they having been commended for meritorious service since the last issue of the Magazine:

A. A. Creager, Thos. Bresnahan, J. B. Cadden, F. M. Moore, Wm. Cadden, passenger engineers; J. F. Brooks, N. C. Kirton, Robert Polen, freight engineers; C. E. Garber, C. O. Longdon, R. H. Mather, C. W. Buese, F. L. Myers, W. Patton, passenger firemen; W. R. Brown, J. R. Ellis, Elmer E. Dickson, passenger conductors; J. W. Plum, L. G. Beavers, H. C. Crawford, A. Wagner, Jno. Irwin, passenger brakemen; B. F. Shearrow, F. S. Donaldson, freight conductors; C. A. Alexander, C. E. Hildebrand, freight brakemen; J. P. Britton, freight engineer; Jno. Iuler, O. S. Ray and E. F. Prosch, operators.

ILLINOIS DIVISION

On November 9th, while taking the Lawrenceville yard engine to the tank for water, engine watchman John Miller and operater G. W. Fritchey discovered an unsafe condition, and after protecting same called the sectionmen to make repairs. They are to be commended for their good work in this instance.



JOHN MILLER

B. F. Jones, agent, Edinburg, Ill., is to be commended for a meritorious act performed October 27th, 1914. Mr. Jones' close observance probably saved apersonal injury or loss of life.



G. W. FRITCHEY



AGENT B. H. JONES

Agent N. A. Stanford, Norris City, Ill., is to be commended for noticing defect in train No. 131, November 8th, and calling the train crew's attention to it.

On November 11th, sectionman Cal. Grimes, Caseyville, Ill., found an unsafe condition, and by quick work averted an accident. Mr. Grimes is to be commended for good work in this instance.

Conductor C. E. Blackburn on train No. 60, October 7th, discovered an unsafe condition, and is to be commended for his watchfulness and good work in this particular case.



C. E. BLACKBURN

Operator D. A. Hayes, Furman, Ill., is to be commended for noticing a dangerous defect in extra No. 1967's train on the morning of June 2nd, 1915. Mr. Hayes reported the defect in time to prevent serious damage to the Caseyville interlocker.

Conductor O. F. Gaudlitz is to be commended for performing a meritorious act on October 27th. Mr. Gaudlitz probably averted serious damage to Company property. Incidentally he has the unique distinction of being the only conductor on the Illinois Division who makes his reports on a typewriter, and he is proud of the fact.



O. F. GAUDLITZ

Are You "There"

B. E. D.

The man who gets the most out of life is the man who gets the most out of his job.

With few exceptions your job leads to your career, pointing to your future welfare. Why not cultivate the essentials of success?

To work your job to a finish, you must like it; if you like it, you should strive to—

Keep your mind and body clean.

Be neat in your appearance and in your work.

Be ambitious, don't be satisfied with the average. "Not doing more than the average, keeps the average down."

Try to know a little more than the boss expects you to know.

Cultivate initiative and intuition—think out the proposition before the boss does—beat him to it.

Don't let your boss go wrong. He depends on you for the "dope"—give it to him right. Give him more than he wants. Pleasing the boss gets his boost when old man Opportunity comes butting around.

Be courteous—better to be a little over courteous than to run the risk of being classified as a grouch.

Strive for happiness and contentment. This does not preclude ambition. If you've a grievance, get it out of your system; the boss is always ready to listen to a righteous kick.

Don'ts for Operating Men

Don't call a time-table a time-card.

Don't call a proceed signal a high-ball.

Don't call an order relative to track, etc., a bulletin order if issued on either the "19" or "31" Form.

Don't say main line when you mean main track.

Don't say block when you mean signal.

Don't say board when speaking of train order signal.

Don't say carry signals when you mean display signals. The engine carries the signals; you display them.

Don't say a check of the register when there is no register, and you mean a check of trains.

Don't say *positive* or *flat meet* when you mean *meet*. It is just as effective without the positive or the flat.

Do not abbreviate station names in speaking them, but pronounce the name in full.

Do not say *full stop* when you mean *stop*. You have not stopped until you have ceased to move, or the train is at rest.

Do not use the word clear when you mean proceed.

Do not say *full control* when you mean *control*. Control is defined in the Book of Rules, and the word *full* preceding it does not add anything to it.

Do not say *initial terminal* or *sub terminal*. It is either an initial or terminal for the train in question.

Do not say *danger* when *stop* answers the purpose. Danger is not authorized by the Standard Rules. The public hears enough about danger without your using the word.

Do not use the phrase *pilot crew* for a crew sent out to relieve another under the Sixteen-Hour Law. You mislead others as to the meaning of a pilot.

Do not use the word *right* unless a train order exists. Use the word *superior* instead. There is no such thing as "time-card rights."

J. M. Davis,

General Manager, Baltimore and Ohio Southwestern.



:: AMONG OURSELVES ::

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman.*

Advisory Committee

A. Hunter Boyd, Law Department — J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

GENERAL OFFICES, BALTIMORE

It was only the worried look on the usually benign and smiling countenance of the substantial chief of the Bureau of Employment and Discipline that, during the early days of June, made his clerks suspicious and worried. So they investigated, and, through the information proffered by one of his good friends in the Western Union, the truth came to the writer. A telegram was sent out from Baltimore over the signature of the chief himself, in which it was admitted that he had become a grandpa on or about June 4th. And it is surmised that his worries were caused either because he likes to pose as a "youngun" or because it's a girl and can hardly be named "Edward J."

All telephoning in and between the Company's offices in Baltimore is now being done by number. A convenient booklet containing the various department names alphabetically arranged has been issued. It is a great time and trouble saver, and the expression "Baltimore & Ohio" is fast supplanting the old "B. & O." both over the telephone and in conversation.

NEW YORK TERMINAL

Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22.

DIVISIONAL SAFETY COMMITTEE

Wm. Cornell	Terminal Agent, Chairman
W. B. Biggs	Agent, Pier 22, N. R.
E. W. Evans	Agent, St. George, S. I.
J. J. Bayer	Agent, 26th Street, N. R.
J. T. Gorman	Agent, Pier 21, E. R.
A. L. Mickelsen	Agent, Pier 7, N. R.
Albert Oswald	Foreman, Pier 22, N. R.
Michael Degnon	Foreman, 26th Street, N. R.
W. D. Ritter	Foreman, Pier 7, N. R.
Edw. Salisbury	Assistant Terminal Agent
John Johns	Master Carpenter
N. Johnson	Clifton Shops
E. G. Glark	Tug Captain
Edw. Sparks	Marine Engineer
Henry Bull	Barge Captain
Niels Gadeberg	Barge Captain

T. A. Kavanagh, whose picture adorns the next page, parted company with "Phoebe Snow" (D. L. & W.) in the early part of 1905 and entered the service of the Baltimore & Ohio in June, 1905, as report clerk at Old Pier 27, East River.

In October, 1906, he joined forces with the outbound rating and billing department at that point—later (Aug. 1, 1907) in similar capacity at Pier 7 North River, still later (April 1, 1910) at Pier 22, North River.

On November 1, 1910, he was appointed chief rate clerk at 26th Street station, having entire charge of outbound traffic. This appointment came at a time when the express companies were on strike, the increased traffic involving many additional hours of work daily.

He was promoted to chief clerk at 26th Street, doing accounting work and supervision on December 1st, 1912, and remained in that position until June 1st, 1913, when chosen by terminal agent Wm. Cornell to succeed chief clerk at Pier 22 North River, the largest of Company freight stations in New York. In the latter position he successfully handled the payroll for the entire terminal.

During his career with the Company he has been affiliated with practically every branch of work in connection with transportation, and he has travelled over the System.

He conceived and handled most satisfactorily the first and second annual "Fellowship Dinners."

He is still a youth, as ambitious as Brutus said Caesar was, and still going as strong as ever.



T. A. KAVANAGH
Chief Clerk, Pier 22

A reward has been offered for information tending to prove the identity of the party or parties responsible for the lack of a regular baseball team to represent St. George this season.



All the boys are looking forward to the annual outing of the Pier 22 N. R. station, usually held at Whitestone, L. I. The baseball game in particular results in a close, well fought (literally or otherwise) exhibition of our national pastime, with the representatives of our St. George station usually carrying away the honors of the occasion.

A cordial welcome was accorded westbound clerk Harry Roden on his return to the service in his old position.

A noticeable feature of display at the lighterage department office is the large American flag presented to agent Evans, which adorns a pole erected on the pier. The many admirers of the lighterage force have congratulated its members on their exhibition of patriotism, for surely when the breezes from New York Bay waft the gentle folds of our "Old Glory," the sparks of American love of country are kindled.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE.....Chairman, Assistant Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
C. M. DAVIS.....Secretary, Trainmaster's Clerk
W. B. REDGRAVE.....Engineer Maintenance of Way
J. S. SHEAFE.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
F. PETERSON.....Supervisor of Station Service
DR. F. DEREVERE.....Medical Examiner
W. L. DRYDEN.....Signal Supervisor
E. ALLEY.....Track Supervisor
J. B. SHARP.....Coal Agent
J. JOHNS.....Master Carpenter
J. A. CAMPBELL.....Captain of Police

J. A. Larkin	Chief Train Dispatcher
D. Buckley	Passenger Engineer
T. May	Fireman
M. W. McGarvey	Freight Conductor
F. J. Banks	Freight Trainman
John Gay	Yard Conductor
M. Allen	Foreman
W. L. Atcheson	Carpenter Foreman
H. Erwood	Carpenter
M. Mancusi	Section Foreman
H. Smith	Shop Foreman
P. Garrity	Car Inspector
J. Trainor	Car Repairman
E. L. Hand	Freight Agent
E. Decker	Freight Agent
E. W. Evans	Terminal Agent

William Hagedorn, formerly an employe of the Company on Staten Island, but now pensioned, who has been visiting relatives in Baltimore, has returned to his local haunts for an indefinite stay. Mr. Hagedorn is one of the most enthusiastic of the veterans of the Civil war that we have ever had on the Island and has always taken a prominent part in the patriotic displays and celebrations in this vicinity. He is very prominent in the local G. A. R. and for the meetings of this organization that were held on our lines, Mr. Hagedorn always saw to it that the train service was all that it could be for the comfort of the veterans and their friends. While patriotic instructor of the G. A. R. for Staten Island, Mr. Hagedorn issued the following proclamation for the celebration of Flag Day:



W. T. EDWARDS AND WM. HAGEDORN (right)
Who were on opposite sides in Pickett's charge at Gettysburg



S. I. R. T. R'Y. ENGINE No. 13. ENGINEER JOHN WEAVER AND FIREMAN ALBERT KELLY

"Let the rising sun of June 14th be greeted with the shouts of the multitude, the ringing of bells, and the salutation of artillery, as from every housetop and mast there shall be flung to the breeze the beautiful banner of the American people, the banner which signifies so much that has been sacrificed—yes, and the glorious promises that shall yet be realized.

"Let every loyal citizen contribute his testimony by his display of the flag, showing that he stands for purity, honor and obedience to the law.

"Let every man, woman and child pledge their faith in the purposes that the flag represents and wear as a token of its honor, a modest bow or rosette.

"The lesson of patriotism will not be lost in the recognition of this memorable day. The lawless will recognize the representation of authority, while the budding spirit of patriotism in youthful hearts will expand into a determination to oppose all foes of our country.

"Churches and Sunday schools are urged to hold special exercises on June 13th. Public and private schools can hold their exercises on June 14th. Let these be of a character that shall inculcate reverence for all that the flag represents. May our flag always fly untarnished by disloyalty and unmarred by defeat."

The following verses called "Our Flag," are also from his pen:

Our flag high has risen,
Symbol of right,
Untarnished by treason,
Oh sing with your might.
Come to Port Richmond,
The town on the hill,
And sing to old glory,
With good hearty will.

Come down to McHenry,
The fort on the bay,
And see where the heroes,
Our forefathers lay.
Ye sons of brave veterans,
On this hallowed day,
Act with decision,
As Elsworth would say.

Now let the daughters
Each do their part,
By wearing the laurel
On each loyal heart.
For all of the veterans
Left on this side,
Will stand for their country,
Its honor and pride.

Let nothing occur
That will make you forget,
Your duty to country,
And honor to self.

While he was in Baltimore he attended one of the meetings held jointly by the veterans of both the Federal and the Confederate forces of Civil war fame, and met a Mr. W. T. Edwards, who fought on the side of the South in Pickett's charge at the battle of Gettysburg against Mr. Hagedorn on the Union side. The day following the meeting, which was replete with the most interesting reminiscences, they went together as followers of the same flag, the Stars and Stripes, and had the photograph which accompanies this article taken. A few days later Mr. Hagedorn was shocked by the news that his one-time foe and new-found friend had died very suddenly. So pass away the heroes of the dark days that cut in twain our land of liberty. And what a glorious thing it is that the wound is now healed and that our country is the haven for all the oppressed from other lands now rent with the terrific scourge of war. It is to such as these, the immigrants that come from the down-trodden lands across the sea, that Mr. Hagedorn and others like him can spread the gospel of liberty, love of country, religious freedom, justice and democracy. May he live many years to teach his propaganda and by his example to encourage us to be more ardent lovers of our country and the high ideals for which she stands.

Chief clerk W. J. Vidler had a "measly" crowd at his house. Only five down at one trip. Measles have been through the families of the maintenance of way department, with no fatal results, we are glad to say.

Frank Feist of the survey corps is convalescent after a serious illness.

W. W. Gruber, of the survey department, has been transferred to the valuation department of the Cincinnati, Hamilton & Dayton, Cincinnati, Ohio.

D. A. Riley, of the engineering department, is contemplating a trip to his home, Athens, O.

Fred Nodocker, of the freight department, late of the engineering department, made a trip to Montreal on Decoration Day.

From cards received, it would appear that conductor Wm. O'Connor and wife of Tottenville are having a great trip to California. Conductor O'Connor is noted for his long trips and ideal vacation spots.

Construction foreman Maurice Allen and his forces are at work on the grade crossing elimination at Pennsylvania Avenue, Rosebank.

Transfer bridge No. 2 at St. George has been practically rebuilt and was put into service June 5th.

A. C. Johnson, bridge inspector, has been furloughed. He has returned to his home in Pittsburgh, Pa.

From present indications it appears that May will be a record month for coal dumping and lighterage freight, etc., for the New York Division.

All the boys in coal pier office are congratulating Frank Roehrig upon the arrival of a little baby girl in his family.

We were glad to see the notice that the Employes Magazine was to be printed again.

George J. Brown, auditor and general traffic agent, of the Staten Island Lines, left on May 5th for a trip to the California fairs. He left New York via the Southern Pacific S. S. Line and rail from New Orleans, returning from San Francisco via the northern route. Mr. Brown took with him his wife and her mother.

A record was made at St. George coal piers during the month of May, 1915, when 201,375 tons of coal were dumped into boats at that point. The best previous record was made in October, 1914, when 200,021 tons were dumped.

R. M. Frey, of the traffic department, and his wife and infant son, visited his parents in York, Pa., on Saturday, May 29th, and spent Decoration Day with his wife's parents.

J. T. McGovern, chief clerk to general traffic agent Brown, with his sister, of the audit office, visited Port Jervis, N. Y., on May 22nd, where they visited the grave of their beloved father.

R. N. Nash, traveling auditor, spent Decoration Day at Poughkeepsie, N. Y., and reports having had a very enjoyable time.

The audit offices which has always been at 17 State St., New York, has been moved to the new Crabtree building at St. George, S. I., into which all of the offices formerly located in the old Crabtree building have been moved.

R. N. Stevens, chief clerk to the vice-president, has moved to his summer home at Suffern, N. Y., after a winter in the city.

PHILADELPHIA DIVISION

Correspondent, J. C. Richardson, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

P. C. Allen.....Superintendent, Chairman
W. T. R. Hoddinott.....Trainmaster
F. G. Hoskins.....Division Engineer
J. Kirkpatrick.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
F. H. Lamb.....Division Claim Agent

T. B. Franklin.....Terminal Agent
Dr. C. W. Pence.....Medical Examiner
George Rule.....Freight Engineer
C. C. Hile.....Freight Fireman
Shelby Larkins.....Road Conductor
Otto Pischke.....Yard Brakeman
W. B. Dauer.....Boilermaker
J. M. Kavanaugh.....Car Repairman
R. C. Acton.....Secretary to Superintendent, Secretary

It was with great pleasure that notice was received of the resumption of publication of the Employes Magazine commencing with this issue. It has been missed very much, and many inquiries have been made as to the probable time of its reappearance.

Many employes expressed themselves as being perfectly willing to subscribe for the Magazine rather than have it abolished again, thus showing how much they have appreciated it.

A number of our men attended the Master Mechanics' and Master Car Builders' Convention at Atlantic City, N. J., among them P. C. Allen, superintendent; J. E. Sentman, road foreman of engines; J. Kirkpatrick, master mechanic; engineers Rush Gramm, R. Tangye, G. W. Coyle, George Rule and H. M. White; J. C. Richardson, chief clerk, and E. A. Sands, shop clerk.

On June 1st, Douglas C. Elphinstone was appointed captain of police, Philadelphia Division. Congratulations! Mr. Elphinstone was formerly connected with the Loss and Damage bureau and has many friends on the Philadelphia Division who are pleased with his appointment.

R. C. Acton, secretary to superintendent, has returned to his duties after several months' absence caused by injuries received in a fall.

On May 9th, 1915, we established a new record for the number of cars handled on through trains, the number being 2,007.

Bruce T. Bair, passenger conductor, died April 7th, 1915, after an illness of over a year. Bruce had been in the service twenty-six years, and was loved and respected by all his associates.

It was interesting to note in the bulletin for Safety issued by this division the three items credited to J. R. Malone. They were as follows:

"Reported that 182 trespassers were ordered off the track during April, that 153 were ordered off during May, and that with the assistance of a section foreman, he extinguished a fire caused by hot-box blazing on car set off at siding at Havre de Grace." The fine thing about all these acts is that they were done at no expense and possibly with the saving of a large expense to the Company. The report of H. R. Carver of cleaning out one car at the freight house at Wilmington also comes in the same category. This shows good judgment, initiative and interest in the welfare of fellow employes and the Company.

BALTIMORE DIVISION

Correspondent, W. H. Schide, *Superintendent's Office*, Camden

DIVISIONAL SAFETY COMMITTEE

M. A. Cahill.....Chairman
J. P. Kavanagh.....Vice-Chairman
T. E. Stacy.....Secretary, Y. M. C. A., Riverside
E. K. Smith.....Secretary, Y. M. C. A., Brunswick
G. H. Winslow...Secret'y, Y. M. C. A., Washington Terminal

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Claim Department

R. B. Banks.....Division Claim Agent, Central Building

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden
E. C. Shipley.....Road Foreman of Engines, Riverside
H. F. Howser..Road Foreman of Engines, Harrisonburg, Va.
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington, D. C.
W. E. Shannon.....Transfer Agent, Brunswick
A. M. Kinstendorff.....Agent, Camden
C. Wedemeyer.....Yard Brakeman, Camden Yard
J. L. Hawse.....Freight Conductor, Riverside
M. Eskins.....Freight Engineer, Riverside
R. M. Bowman.....Freight Fireman, Riverside

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden
B. W. Straw.....Supervisor, Mt. Airy
C. A. Thompson.....Signal Supervisor, Camden Station
J. L. Crothers.....Assistant Master Carpenter, Mt. Clare
J. Flanagan.....Carpenter Foreman, Mt. Clare
J. W. Leakin.....Bridge Inspector, Camden
J. N. Gross.....Carpenter Foreman, Staunton, Va.
C. E. Pope.....Track Foreman, Middletown, Va.

Motive Power Department
Line of Road

A. K. Galloway.....Master Mechanic, Riverside
M. E. Akers.....Car Foreman, Brunswick
Wm. Battenhouse.....General Car Foreman, Riverside
J. C. Davis.....Car Foreman, Locust Point and Bay View
S. N. Stickels.....Piece Work Inspector, Curtis Bay
T. M. O'Leary.....Car Foreman, Washington, D. C.
S. H. Rollison.....Carpenter, Riverside
R. R. Craig.....Airbrake Inspector, Locust Point

RIVERSIDE Y. M. C. A.

Correspondent, T. E. Stacy, *Secretary*

The shop meetings which opened last fall at Riverside Shop were well attended during the entire season, showing that the seemingly impossible is sometimes attainable. Heretofore it had been considered impossible to hold such meetings at Riverside. The men seemed to enjoy them very much and to listen to Rev. O. A. Boda, of the Riverside Baptist Church, who spoke at all the meetings of the season, with rapt interest and appreciation.

Anyone having been away from our building for some time and making a visit today would hardly recognize the Riverside Y. M. C. A., for we have been kindly remembered by the maintenance of way department. Our porches, which were in a sad state of dilapidation, are now repaired and painted. The interior of the building has been painted and the woodwork refin-

ished, until you would think you were walking into a new building. The old boardwalk in the rear, which was falling to pieces and dangerous, has been replaced with one of cement; another spike in the "Safety First" structure.

The old open ditch in the vacant lot opposite our building, which has been a nuisance crying to heaven for abatement for the past four years, with the aid and goodwill of Mayor Preston, has at last been filled. A tile drain has been laid, taking the water which used to lie in stagnant pools off into the drains into the river. This is an improvement that benefits the whole neighborhood and for which the city authorities cannot be too highly commended.

Mr. Stacy, the secretary, tells us that even after four weeks in bed with rheumatism, most of the time in pain and utterly unable to help himself, he still finds it a cause of rejoicing that the many bouquets of beautiful flowers sent him were banked around a live and not a dead one. It helps to have these tokens of love and sympathy come to one when alive and able to appreciate.

WASHINGTON, D. C., FREIGHT STATION

Since the last issue of the Magazine we have been through the busy winter and spring seasons when freight station people have little else to think of but work, so that social happenings have been few and far between.

However, with the approach of the summer season, the desire to be "out somewhere" has manifested itself, and already some of the more venturesome ones have availed themselves of an occasional fine day and enjoyed short trips to nearby places.

Our freight agent, D. M. Fisher and Mrs. Fisher, together with foreman J. T. Mathews and Mrs. Mathews, recently spent a Sunday at Richmond, Va. They chose the time of the Confederate reunion for their visit, when the city was decorated for that occasion and was therefore to be seen in all its beauty. The report that Messrs. Fisher and Mathews brought back regarding the splendors of Richmond and the pleasurable trip they had enjoyed, prompted chief clerk W. L. Whiting to plan a Sunday visit to the interesting and historical old city, which he hopes to make in the near future.

Chief rate clerk C. A. Ridgeley took his family to the famous Luray Cave on Memorial Day, it being the occasion of the Christian Endeavor Society excursion to that place. Mr. Ridgeley returned full of enthusiasm over his trip, and his description of the wonderful natural curiosity was very interesting.

There have been some changes in our force since the beginning of the year. Collection clerk John J. Barnes resigned to take a position with a rival company. We congratulate the other fellows, as John can give then some valuable pointers. Utility clerk Louis Malone resigned to give some other business firm the benefit of his "Utility."

Kassel Weinstein, our stenographer, has resigned to take a position in the United States Navy Yard. The government departments like to get railroad men, as they find they have had good business training.

One old face that has appeared in the Magazine at times will be seen no more. Edward R. ("Buddy") Johnson, general utility man, died on April 21st, 1915, after a tedious sickness. Mr. Johnson was a veteran of the Confederate army, as well as a veteran in the service of the Baltimore and Ohio Railroad. He was well liked by all who knew him, and his reminiscences of war life and railroad life were always interesting.

BRUNSWICK

Correspondent, J. L. Maphis, *Chief Clerk to Assistant Superintendent.*

On May 26th a very enthusiastic meeting of the Cumberland and Baltimore Division employes was held in Red Men's hall at Brunswick for the purpose of discussing transportation matters. Engineer J. D. Crummitt of the Cumberland Division was chairman of the meeting, which was attended by all of the higher officials from general superintendent down and many employes. These meetings are held monthly, and a great many things are brought out to the benefit of the Company and the men, who are manifesting great interest in them.

E. E. Baker has been appointed agent at Summit Point, W. Va., vice R. G. Middlekauff, transferred.

J. C. McLaughlin has been appointed agent at Knoxville, Md., vice E. A. Rohr, resigned.

We are glad to note that clerk J. R. Russell, employed in assistant superintendent's office, Brunswick, is rapidly recovering from a severe attack of pneumonia, and expects to return to work at an early date. C. W. Neighbours has been working in Mr. Russell's place during his illness.

MOUNT CLARE SHOPS

Correspondent, S. E. Forwood, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

P. Conniff.....Superintendent of Shops, Chairman
A. A. Beaumont...Gen'l Foreman, Car Dept., Sub-Chairman
S. R. Carter.....Machinist, Erecting Shop
H. Overby.....Machinist, Erecting Shop
J. P. Reinardt.....Fire Marshal, Axle and Blacksmith Shops and Power Plant
H. C. Yealdhall.....Boilermaker, Boiler Shop
R. W. Chesney.....Brass Moulder, Brass Foundry
H. E. Fountain.....Iron Moulder, Iron Foundry
J. L. Ward.....Machinist, No. 1 Machine Shop
J. O. Perin.....Machinist, No. 2 Machine Shop

H. E. Haesloop.....Tinner, Pipe, Tin and Tender Shop
Geo. R. Leilich.....Manager, Printing Department
H. H. Burns.....Car Repairman, Mt. Clare
T. H. Backendorf..Gang Foreman, Mt. Clare Middle Yard
A. F. Becker.....Painter, Mt. Clare
Jos. W. Smith....Car Builder, Passenger Car Erecting Shop
L. Beaumont.....Shop Carpenter, Cabinet Shop

Our cartoonist, Charles Baumgartner, has portrayed our old friend "Safety Jack" Perin, in so many different disguises, that it is with great pleasure that we present him in civilian dress, together with a photograph of his home.

On July 26th next, John O. Perin will have been in the service of the Company for forty years, having entered as an apprentice July 26th, 1879. Mr. Perin was one of the first to be appointed a member of the Safety Committee when the movement was started several years ago and he has been actively engaged in the work ever since. He is one of the men who had sufficient foresight to appreciate something of the great importance of the safety work. He became enthusiastic at the very beginning and started to work at once in his own shop (No. 2 machine shop) to look not only for unsafe machines, but also to watch for and correct unsafe practices. Mr. Perin has been unusually successful in overcoming unsafe conditions; first, by reporting all unguarded machines that were dangerous, and secondly, by following up personal injuries, with a view to determining whether or not these injuries were the fault of the men or the machines on which they worked. By this method Mr. Perin has been able to accomplish considerable good. It was not long before his fellow workmen realized



JOHN O. PERIN



HOME OF JOHN O. PERIN

that he meant business and was working for their interests; hence the sobriquet, "Safety Jack," and the greater cooperation they gave him. It has been remarked a number of times by those who should know, that No. 2 machine shop at Mt. Clare is the best guarded shop on the System, and we feel that "Safety Jack" should get a large share of the credit.

Friend Jack, we extend to you our hearty congratulations on the completion of your forty years faithful service, and trust that you may be spared for many more years of work at Mt. Clare.

R. J. Haase, clerk at casting platform, is now wearing the smile that won't come off. He is the father of a bouncing boy.

The matrimonial bee did not stop buzzing when the Magazine was stopped, but added two more victims from the stores department. Roger R. Ricker, foreman, second floor storehouse, was married early in April to Miss G. Adella Daley, of Govanstown. Mrs. Ricker is an accomplished elocutionist, and we now predict a similar occupation for little Roger. Early in December, O. J. Grinewetsky, of this office, was married to Miss Mattie L. Chrismore, of Winchester, Va., and he has our best wishes for the coming years.

The baseball team of the storekeeper's office played the team from the superintendent's office of Philadelphia, Pa., on May 31st, 1915, and defeated them 4 to 3. This team would like to meet any strong teams from other offices. Address W. E. Grinewetsky, care of storekeeper, Mt. Clare, Baltimore, Md.

The following changes have been made in the storekeeper's force:

J. J. Morris, appointed acting scrap yard foreman, during the absence of W. W. Mattingly, who went west for his health.

Clinton Dugan, who was assistant foreman of Mt. Clare lumber yard, has been appointed foreman of the Locust Point lumber yard, and N. E. Alexander, formerly foreman at Locust Point, comes to Mt. Clare to take position formerly held by Mr. Dugan.

Our friends "Roundy" Galloway, foreman of steam pipe gang, and pal, H. C. Burke, are building themselves a palatial cottage down the river. How about an invitation to spend a week-end and go fishing, "Superheater?"

F. Higenbothom, clerk in this office, has accepted a stenographic position with F. J. Angier, superintendent of timber preservation, and Geo. Zimmerman, formerly of Wheeling, W. Va., has been appointed to fill this vacancy.

Anxiety for the success of the mother country, the "Mistress of the Seas," combined with a new arrival in the home, have caused Pryce, alias "Abe Martin," of the office force to be of serious demeanor of late.

Wm. T. Garber, shown in the picture below, is one of the most popular and best known men at Mt. Clare. He has been in the service of the Company for a period of thirty-six years (June 7th, 1915). Twenty-nine years of that time was spent in the blacksmith shop at Mt. Clare, and six years in the police department. Mr. Garber has held his present position for one year, and can be seen any day at the post of duty at Arlington Avenue gate. While Mr. Garber's principal duty is to keep undesirable visitors out of Mt. Clare, his chief side line is to welcome the friends of the Company and direct them the shortest route to the office.



WM. T. GARBER



CORA PARNELL LUDWIG
Grand-daughter of Col. W. O. Peach

There is no face or figure around Mt. Clare so well known as that of Col. W. O. Peach, but to fully appreciate the colonel it is necessary to become better acquainted with his family, and with that end in view we take great pleasure in presenting in this issue of the Magazine the above photograph, showing Miss Cora Parnell Ludwig, the grand-daughter of the colonel.

Messrs. O. J. Grinewetsky, L. E. Applegarth and Paul Evans, former clerks of this department, are again located at Mt. Clare.

R. W. Livingston, foreman of brake rigging gang, will join the ranks of the benedicts June 22d. "No more staying out till broad daylight," so "Good-evening Gladys."

CUMBERLAND DIVISION

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

DIVISIONAL SAFETY COMMITTEE

S. T. CANTRELL.....Acting Superintendent, Chairman
W. TRAPNELL.....Assistant Superintendent
J. W. DENEEN.....Trainmaster
W. E. YARNALL.....Assistant Trainmaster
P. PETRI.....Division Engineer
T. R. STEWART.....Master Mechanic
L. J. WILMOTH.....Road Foreman of Engines
DR. J. A. DOERNER.....Medical Examiner
G. R. BRAMBLE.....Freight Agent

W. S. Harig ..... Claim Agent
G. R. Barker ..... Engineer
R. M. Dulin ..... Fireman
C. M. Peters ..... Freight Conductor
J. S. Collins ..... Yard Brakeman
Geo Soyster ..... Machinist
E. J. Twigg ..... Car Inspector
W. C. Montignani . . Secretary, Baltimore & Ohio Y. M. C. A.

That there is something inspiring about railroad employment which creates loyalty among the men who toil in transportation service and which instills in the heart the true spirit of the brotherhood of man was demonstrated by seven employes of the Baltimore and Ohio Railroad who underwent operations in Baltimore, June 9th, submitting to a blood transfusion in an effort to save the life of C. Lee French, superintendent of the Cumberland Division.

The men who took part in the operation are plain, honest workmen, and when it became known that the condition of their "boss" was grave, they were glad to "lay off" their regular runs and lose time in the shop in order to make the sacrifice which may save the life of the man whose interests are theirs. When it became known in Cumberland that Lee French needed the vital assistance of transfused blood, so many of the railroad men volunteered to undergo the operation that it was deemed advisable to select from those best fitted for it physically.



C. LEE FRENCH
Superintendent Cumberland Division

So it was that J. G. Enlos and S. Evans, engineers; B. A. Kline, conductor; G. M. Fisher, fireman, and J. W. Haines, N. E. Nippenberger and A. W. Viands, boilermakers, went to Baltimore to render the heroic aid. The surgeons, after making the tests, decided to have boilermaker Viands undergo the operation. It was successful and the patient rallied remarkably.

Physicians diagnose the illness of superintendent French as pernicious anaemia. The vitalizing power of his blood was lowered by the protracted illness to such an extent that the sacrifice of his friends held out the only hope.

To those who know Lee French his illness is a mystery, but it is not surprising that so large a number of his railroad friends were willing to share their vitality with him. Up on the third division of the Baltimore and Ohio Railroad every employe in the mountainous district between Brunswick and Grafton and on over the other side of the Alleghenies from Cumberland to Connellsville and Pittsburgh knows Lee French.

Standing more than six feet and normally weighing 225 pounds, of athletic proportions and resembling more closely a wreck-train foreman than a man susceptible to physical disability, superintendent French had grown up in the mountainous section, where he started his railroad career when a boy and grew up with some of the men who came to his assistance during the present illness, while others who made the sacrifice had been co-workers with the official's father. Trainmen who went to his assistance in the Baltimore hospital have known him all their lives and received orders from him when he was a "trick" operator and later when he became a dispatcher. Through these periods of his advancement the men on the road referred to him as Lee, and will always do so except in official correspondence. And during his illness they have kept a constant vigil at his bedside.

The Baltimore and Ohio Railroad Y. M. C. A. at South Cumberland has organized a baseball team, with the popular timekeeper, C. P. Kalbaugh, as manager, and the no less popular machinist and air brake specialist, John Deffibaugh, as assistant. They have won several games and will be glad to receive challenges from any Company team within range.

While on a trip to the western coast attending the annual convention of the Employed Officers of the Young Men's Christian Association, Wm. C. Montignani, secretary of the Baltimore and Ohio Y. M. C. A., who was accompanied by his wife, was called home on receipt of a telegram announcing the death of Mrs. Montignani's aunt, whom they had left in charge of their home and five children. Mr. and Mrs. Montignani hurried home, and were relieved to find all the children well and that their many friends and neighbors had kindly done all that was necessary to be done, and had looked after the home and children until their arrival.

MARTINSBURG

Correspondent, W. L. Stephens, *Ass't Shop Foreman*

The return of the Magazine will be like greeting an old friend. Many inquiries have come to the correspondent about it. "Will it be issued again?" "When do you think we will get the next Magazine?" "We hope you will be issuing it soon," "We certainly do miss the Magazine,"—any number of such questions and comments have come from employes of all departments. This certainly points to an increasing interest in the publication. This should be gratifying to the management, which make this splendid journal possible.

Now, boys, lend a hand. Send any items of real interest you may find to your correspondent or the editor, and they will be properly cared for. Let us all help make our own publication more interesting, more entertaining, and more edifying each issue.

The Baltimore and Ohio Veterans' Association held their midwinter meeting in the Y. M. C. A. hall on January 19th. It was by far the most enjoyable of these meetings. The presence of the ladies lent a beauty and charm to the occasion which was not experienced at previous meetings. They enjoyed the evening and seemed pleased with the program. Why not again?

The luncheon was served by the ladies of the Y. M. C. A., and the splendid menu, dainty settings and efficient service did credit to this organization of Y. M. C. A. workers.

Among the out of town guests were industrial agent W. W. Wood and traveling passenger agent C. W. Allen. Both of these gentlemen made fine talks on appropriate subjects.

The following officers were elected to preside over the organization for the ensuing year: President, Z. T. Brantner; vice-president, P. J. Shriver; secretary, W. G. Edwards; treasurer, J. W. Barker. Members of the executive committee: J. W. Myers, H. W. Fauver, C. E. Auld, J. E. Oliver, J. H. Wintermeyer, J. S. Cage, M. L. Sharon, J. H. Aldridge, J. A. Holpp, R. S. Bowie, J. M. Brantner, A. J. Criswell and G. R. Kindle.

M. H. Brenner, a young shopman, died at his home here a few weeks ago after a long illness. A bright, likeable young man, not yet in the prime of life, he made a brave fight against a lingering disease, but could not win. For this young man to die "was gain." We should be ready at all times to answer the Master's call.

The sympathy of the shop employes goes out to our fellow worker, C. R. Gerbrick and his wife, on account of the death of their twelve-year old son, Joseph Albert Gerbrick.

At the time these items were written, Mr. A. J. Ringer, one of our oldest veterans, was critically ill. Mr. Ringer is among the oldest of our pensioners, having started with the Company in the days of the wood burning engines. Let us hope he will recover to enjoy several more years of life.

MONONGAH DIVISION

Correspondent, C. L. Ford, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. M. Scott	Superintendent, Chairman
E. D. Griffin	Trainmaster
E. T. Brown	Division Engineer
M. H. Oakes	Master Mechanic
T. K. Faherty	Road Foreman
J. O. Martin	Claim Agent
Dr. C. A. Sinsel	Medical Examiner
W. J. Madden	Machinist
A. Kiddy	Conductor
J. S. Robinson	Brakeman
F. F. Bailey	Engineer
J. C. Stealey	Fireman
C. W. Keller	Car Builder
P. B. Phinney	Agent
S. H. Wells	Agent
J. D. Anthony	Agent
R. R. Hale	Agent
E. J. Hoover	Agent
W. C. Barnes	Secretary

WHEELING DIVISION

Correspondent, W. O. Freise, *Sup't Office*

DIVISIONAL SAFETY COMMITTEE

H. B. Green	Superintendent, Chairman
J. W. Root	Trainmaster
G. F. Eberly	Division Engineer
J. Bleasdale	Master Mechanic
W. F. Ross	Road Foreman of Engines
Dr. J. E. Hurley	Medical Examiner
C. M. Criswell	Agent, Wheeling
M. C. Smith	Division Claim Agent
F. R. Davis	Terminal Trainmaster
W. C. Furbee	Freight Engineer
H. C. Lisle	Freight Fireman
J. E. Goodwin	Freight Conductor
E. B. Hudson	Machinist
W. C. Kidd	Yard Brakeman
J. T. Muldrew	Wreck Crane Engineer

With the settlement of the coal strike in Ohio, the mines on lower C. L. & W. all resumed operation during the month of June. Business on this division has picked up a great deal, too, and though the boys have a little harder work, heavy business is what makes them all smile—after the long day is done.

David White, of the general superintendent's office, recently returned from a trip to the Panama Exposition. He reports a big time in California.

Recent changes in the superintendent's office comprised the following: B. L. Helfer was promoted to secretary to superintendent, "Jimmy" Flynn to stenographer to trainmaster, and J. F. Amick to stenographer to chief clerk W. V. Frazier.

The employes' meeting held in the auditorium of the McMechen public school building, McMechen, W. Va., on Monday, June 14th, at 7.30 p.m., was very well attended. This meeting is what has formerly been known as fuel meeting, but the intention is to have not only engineers and firemen present, but every employe who can possibly be there.

The recent clean-up-day movement on this division certainly did brighten things up. Stations along the right-of-way now present a very neat and tidy appearance, and have caused more than one good comment from passengers riding the trains.

We were all sorry to learn of the death of brakeman S. C. Sharp, which occurred at Holloway, Ohio, on Saturday, June 5th. His bereaved family have our sympathy.

D. Pierce, signal supervisor, is the proud owner of a new speeder.

J. W. Villers, chief clerk to division engineer Eberly, recently purchased a new automobile, and the boys around the Wheeling office have all been promised a ride.

"Jimmy" Flynn, stenographer to trainmaster J. W. Root, has a bull dog which is a wonder. It is as big as a new-born calf and looks as vicious as the devil himself, but only did we find out the truth the other day when he tried to sell the dog to conductor I. C. New. "Jimmy" told the prospective buyer that it was a good watch dog and that h—ll and Brown's mules (as master carpenter L. B. Kemm once expressed it) would not scare him. Well—the kale was just about to be exchanged for the dog when George Fitzgerald, chief clerk to trainmaster Root, happened to stumble over a cuspidor near his desk, making quite a racket. The next thing we knew Jimmy's dog pulled loose from his chain and was "beating it" down the steps as fast he could for the door. Of course Jimmy was sorry to miss the sale, but he says now he's glad of it as he is thinking of taking the dog and going into vaudeville next fall.

C. K. Welch, material clerk in the division engineer's office, spent a few days recently with his mother at Keyser, W. Va.

We recently heard from former operator and correspondent A. G. Youst, who is now located at Chicago. Mr. Youst is not enjoying the best of health at the present time, and he certainly has the earnest wish of all for a speedy recovery. He was particularly interested in the progress of the Employes Magazine, and has been in touch constantly with the editor since his enforced vacation. May the same spirit of unselfish loyalty which made his contributions to the Magazine so interesting and the Wheeling showing so good actuate many of his former fellow workers to help the present correspondent maintain his high standard.

It is reported at the Wheeling passenger station that Ray Shields, second trick dispatcher, will soon take unto himself a wife.

W. L. Cockrell, chief train dispatcher, has returned to duty after a two weeks' vacation spent at Niagara Falls, Atlantic City, Washington, Baltimore and other points of interest.

W. K. Burke, night chief caller, located at Benwood, W. Va., is the proud father of a new baby.

Harry Connors, night yardmaster, located at Benwood, W. Va., is the proud father of a baby boy which came sometime last month. Good for Harry, you're a man the Baltimore and Ohio can be proud of.

L. E. Foster has been appointed wire chief in "FY" office at Wheeling, vice Charles Linn, who accepted another position in a different office.

We were all sorry to learn of the death of train dispatcher W. M. Queen's father.

Effective June 1st, 1915, section foreman E. Debolt of Section No. 1 was promoted to supervisor, with headquarters at Grafton. His territory will lie between Mannington and Grafton on the main line district.

Bobbin Walters has been promoted to stenographer to division engineer Eberly, vice E. P. Carney, promoted to stenographer to district engineer maintenance of way Smith, effective June 1st.

F. A. Irvine, former assistant division engineer, is to be married on June 16th at Jamestown, N. Y., to a Miss Juergens. He will be at home to his friends at Jamestown after July 1st. Good luck, old boy.

"Jimmy" Cracraft, secretary to district superintendent of motive power J. F. Bowden, is the proud father of a baby girl. "Jimmy" has been wearing a smile for the past two months, and only when the little stranger arrived did we know what kind of a feather was tickling him.

V. C. Reel has accepted a position as stenographer to master carpenter H. M. Potts at the Wheeling passenger station.

On June 15th, Frank Decker, operator, was married to Miss Ida Fritz, of Folsom, W. Va. He will be at home to his friends on and after that date.

OHIO RIVER DIVISION

Correspondent, H. C. NESBITT

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS ..... Superintendent, Chairman
C. E. BRYAN ..... Division Engineer
O. J. KELLY ..... Master Mechanic
E. J. LANGHURST .. Trainmaster and Road Foreman of Engines
DR. A. J. BOSSYNS ..... Medical Examiner
J. S. ECHOLS ..... Chief Clerk to Agent, Parkersburg
R. E. BARNHART ..... Agent, Huntington
W. E. KENNEDY ..... Claim Agent
A. A. WEISHEIT ..... Engineer
O. C. STEWART ..... Fireman
H. L. BERLIN ..... Conductor
M. C. O'NEAL ..... Yard Brakeman
C. A. MILLER ..... Locomotive Department
F. E. GOCKE ..... Car Department

The June report of the Safety Committee of the Ohio River Division which has just reached the office of the Magazine shows over fifty accomplishments for the great cause of Safety. These range from making a water cooler available and convenient for switchmen to trying to persuade the school children to keep off our

tracks. One of the items noted was this, credited to H. L. Berlin: "Talked to many employes and trespassers about Safety First." If this were done by employes all over the System, how quickly our list of injured and killed would be cut down. It is the small kindly word spoken as man to man and friend to friend that makes headway. Try it, you committeemen, and all you employes who feel that your brother's welfare is your lookout and business.

was blowing at a rate of seventy miles per hour for a period of thirty seconds. Cars and cabooses were moved small distances by the wind and automobiles and other vehicles were scattered. We are glad to state that during this storm not a fatality was reported.

During the next three months we will handle through the Ohio River yard a consignment of 35,000 yards of sand and gravel for construction of the new power plant to be erected on



STATION AT MASON CITY, OHIO RIVER DIVISION

During the heavy storm which visited Parkersburg on Friday, June 11th, forty-six telegraph wires were torn and twisted for a distance of four pole lengths. By the efficient and prompt work of linemen Smith, O'Donnell, and Vickers, complete circuits were restored within three hours after the storm. They are to be commended for their efficient work in this respect. This was one of the most, if not the most severe storm we have ever had in the vicinity of Parkersburg. Although it only lasted about one minute and thirty seconds several thousands of dollars' worth of damage resulted. Roofs were torn from buildings, large trees torn up by roots, boats capsized in river (with no fatalities), the Monongah yard at Parkersburg was covered with trees and limbs of trees and debris of all description. Water barrels were blown from the Ohio River bridge and coal tipple, and were hurled through the air like paper. The power plant at Parkersburg suffered the largest loss, as their plant was badly damaged. Street car service was at a standstill, but through the efficient work of the street railway employes, service was restored about five hours after the storm, their power coming from Marietta, Ohio, a distance of twelve miles. Parkersburg was in darkness. It was estimated that the wind

the Camden farm just east of Ohio River yard. This new plant, which is already under construction, will cost $600,000.00.

Engine 1115, just out of Mt. Clare shop, has been restored to service in Monongah yard, Parkersburg.

It is reported that our stock and vegetable business will start about July 15th and the outlook is very good for a heavy business in this line. From reports received from the various industries and shippers along the Ohio River Division, things look very favorable for a substantial business during the summer months.

The construction of Dam 20, at Morgan and Dam 21 at Ravenswood, which is now being started, will materially increase the business and when the Dams get well under construction they will cause considerable revenue. They now have under construction Dams 16, 17, 20, 21 and 28, all located on the Ohio River Division. Dams 18, 19 and 26 have recently been completed.

The bathing beach, which is something NEW for Parkersburg, is attracting the railroad men in this vicinity. Many will spend their leisure evenings dipping in the clear waters of the Ohio at Par-Bel Beach.

Yard clerk B. D. Rector left a few days ago on his annual vacation, a sight-seeing trip to New York City.

Engineer G. W. Beatty, who was injured in the Ohio River yard a few days ago, is getting along very nicely and is able to be out of the hospital, although he will not be able to work for some time.

Albert (Tilt) Showan, the well-known brakeman on the Ohio River Division, who has lived at Spencer for the past several years, has moved his family from Spencer to Parkersburg and is well pleased with his new residence.

H. B. "Dutch" Williams, who has been located in Parkersburg for the past several years, departed a few days ago for Oklahoma, where he will locate with a pipe line company. The best wishes of all the boys are with "Dutch."

L. W. Strayer, former assistant division engineer, and who has been bridge inspector for the past few months, has been promoted to assistant division engineer of the Chicago Division and is now located at Garrett, Ind. During Mr. Strayer's stay at Parkersburg he made many friends who are sorry to see him leave, but congratulate him on his appointment to the Chicago Division.

It will be remembered that in previous issues of the Magazine we made mention of Harry Baker's frequent trips to Clarksburg, W. Va. We are reliably informed that these trips have been discontinued and that "Slim" is now making trips in the opposite direction.

E. D. Sams, our station baggageman at Sixth Street station, Parkersburg, has been off duty for the past several weeks.

J. S. Washburne, chief clerk to D. F. A., is again on the job after an attack of appendicitis.

Ernest Chapman, former patrolman on this division, who was promoted some time ago to the lieutenancy on the Pittsburgh Division, has been appointed captain of police, Ohio River Division. We welcome Mr. Chapman to this division and feel sure that he will be a valuable acquisition. He succeeds C. T. Horgan, who was promoted to a like position at Chicago.

CLEVELAND DIVISION

Correspondents, W. T. Lechlider, E. Lederer

DIVISIONAL SAFETY COMMITTEE

W. T. Lechlider ..... Superintendent, Chairman
J. E. Fahy ..... Trainmaster, Vice-Chairman
E. Lederer ..... Secretary
J. E. Lloyd ..... Division Engineer, Cleveland, O.
J. A. Anderson ..... Master Mechanic, Lorain, O.
P. C. Loux ..... Road Foreman of Engines, Lorain, O.
A. J. Bell ..... Terminal Agent, Cleveland, O.
Dr. R. D. Sykes ..... Medical Examiner, Cleveland, O.
G. J. Maisch ..... Division Claim Agent, Cleveland, O.
G. H. McCoy ..... Operator, Massillon, O.
J. J. McDonough ..... Roundhouse Foreman, Cleveland, O.
D. DePalma ..... Section Foreman, Lorain, O.
T. Ridley ..... Carpenter, Cleveland, O.
E. Humiston ..... Car Foreman, Lorain, O.
I. L. McDaniels ..... Assistant Agent, Lorain, O.
P. A. Phillips ..... Assistant Agent, E. Akron, O.
M. A. Stoup ..... Agent, Lester, O.
C. E. Anson ..... Engineer, Lorain, O.
A. W. Smith ..... Fireman, Cleveland, O.
W. R. Ballard ..... Conductor, Akron, O.
C. E. Pittinger ..... Brakeman, Canal Dover, O.

The superintendent is making a hard drive at overtime and he gets out bulletins every now and then, urging his men to help him in this important work. It's a good way to get co-operation. Most of the men see at least one bulletin board and if there is nothing on it concerning the endeavors of the division to improve train performance, how do they know in which direction to direct their efforts? Keep the men "behind the guns" posted.

On May 28th the new double track extending from the west end of Holloway yard to Piedmont, Ohio, was connected and put into use, thus giving a double track out of a very congested yard a distance of about 4.3 miles.

The new plant of the Corrigan McKinney Co., a large steel plant in course of construction on the east side of the Cuyahoga River at Clark Avenue yard, Cleveland, is nearing completion. This work involves an outlay of approximately ten million dollars and when completed will increase the interchange of business very materially, as this plant will require a great deal of raw material, it also being the intention to build by-product ovens, which will require much coal.

Effective June 1, John Ernest Lloyd was appointed division engineer of the Cleveland Division, with headquarters at Cleveland, vice A. A. Jackson, resigned.

Mr. Lloyd was born in Cranville, O., in 1884, and received his education at the schools there.



JOHN ERNEST LLOYD
Cleveland Division Engineer

completing his course at Denison University in 1906. He entered the engineering department of the Baltimore & Ohio immediately, and has been successively, chainman, assistant on corps, rodman, transitman, assistant engineer and assistant division engineer, until promoted to his present position.

The Otis Steel plant, which is being constructed on both sides of Clark Avenue yard, Cleveland, is at the present time at a standstill, largely on account of war conditions. It is figured that the completion of the plant on both sides of the river will involve an expenditure of approximately sixteen million dollars. It is hoped, however, that the portion of the plant which has been built will resume operations within the next two or three months.

The construction of a new high level bridge connecting the two main thoroughfares of Cleveland from the east to the west side at Superior Street, is progressing rapidly, and within the next twelve months the bridge will have been completed, and our facilities at Merwin Street yard restored to their normal condition. At the present time they are very much disrupted. With the completion of the bridge it is contemplated that the river straightening will begin.

The construction of a high level bridge that will cross our tracks at Seneca Street, Cleveland, just below passenger depot, has been approved. There is also a new high level bridge in course of construction over our line at South Brooklyn, Ohio. It is expected that this bridge will be completed in the early part of the winter. All of these bridges are of the latest type of cement and reinforced work, and involve an expenditure of several million dollars. Their building will also result in the straightening of the Cuyahoga River from the lower end to a point some five miles distant, which will greatly add to the facilities in the valley by reason of its being possible for larger boats to get through without so much delay and risk.

The city of Cleveland is completing a new sewage disposal plant at Willow, Ohio, and in connection with this is straightening the Cuyahoga River at that point. This work is progressing very rapidly, and will also be a large improvement and add to our business.

The city of Akron is erecting a sewage disposal plant just north of Akron on the Cuyahoga River. The work is progressing slowly.

The city of Canton is erecting a sewage disposal plant about eight miles south of Canton on the Nimishilling River, adjacent to our line, which will increase the business in that locality. In addition, the O. C. Barber Mining & Fertilizer Co. has erected a very large plant at Limeton, Ohio, which is adjacent to the city of Canton's sewage disposal plant and a number of houses are to be built in that locality to afford accommodations for the employes in this plant. This, of course, will increase the business at that point.

The following bulletin issued January 7th, 1915, in regard to train crews getting over the road on tonnage trains and locals without making overtime, and receiving credit on their records, has resulted in greatly bettering the performance of trains, expecially between Holloway and Lorain. A large number of crews have already received credit on their record for making such runs. The results are plainly shown by the train performance in general.

ALL EMPLOYES—TRAIN SERVICE.

It is hoped with the starting of 1915, we can bring about greater efficiency in our train operation, and am sure all are interested in the prompt movement of trains, and are as anxious to get over the road without making overtime, as we are to have you do so.

With a view of helping to bring about this condition, the operator at Holloway will furnish each conductor and engineer with a copy of form, showing standard train operation, this form to be filled out each trip by the conductor.

In order to stimulate a greater interest in this connection, it is my purpose to credit on each man's record all cases brought to my attention where tonnage trains or locals get from one end of the road to the other—Chicago Junction to Holloway, Lorain to Holloway, Cleveland to Holloway, Chicago Junction to New Castle and *vice versa*, without making overtime, if conductor of such train calling my attention to the case, so it will not be overlooked, as under the present arrangement of train dispatchers being located at outlying points, it is rather difficult for me to follow up each individual case from the train sheets. This to include any performance of this kind since January 1st. The credit marks on your service record sheet will go a long way towards the clearing up of records.—W. T. LECHLIDER.

A bridge crossing our tracks at Clark Avenue yard, Cleveland, is now in course of completion. This bridge connects the east side with the west side.

The total expenditure for improvements now under way in the "Valley" is estimated at something like thirty-five million dollars.

Conductor J. Fitzgerald, formerly assistant trainmaster on the lower end of the C. L. & W., has at last taken unto himself a wife. Pretty nearly time, Jimmy. You have broken the hearts of too many of the fair sex now.

C. H. Ferguson, agent at Elyria, showed his ability several weeks ago when some coal thieves threw off about seven tons of coal in passing siding when train was standing on main track waiting for crossing. In order to get evidence against the parties he marked some of the coal with crayon so it could not be rubbed off, and in this way helped our Police Department convict the thieves.

NEWARK DIVISION

Correspondent
T. J. DALY, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. H. JACKSON ..... Superintendent, Chairman, Newark
C. C. GRIMM ..... Trainmaster, Vice Chairman, Newark
J. TORDELLA ..... Division Engineer, Newark
J. S. LITTLE ..... Road Foreman, Newark
E. D. ANDREWS ..... Division Master Mechanic, Newark
A. R. CLAYTOR ..... Division Claim Agent, Newark
DR. A. A. CHURCH ..... Division Medical Examiner, Newark
D. L. HOST ..... T. M. & C. T. D., Columbus
C. R. POTTER ..... Freight Agent, Newark
C. G. MILLER ..... Shopman, Newark
EDWARD O'NEILL ..... Yard Brakeman, Newark
R. L. TRACE ..... Road Conductor, Newark
C. E. MESSENGER ..... Fireman, Newark
A. D. PIERSON ..... Assistant Car Foreman, Newark
J. E. SHAW ..... Engineer, Newark
F. A. STARR ..... Foreman Reclamation Plant, Zanesville
H. L. BALL .. Chief Clerk to Trainmaster, Secretary, Newark

Successful candidates to the Relief Department Convention held at Cleveland, June 24th and 25th, from the Newark Division, were: S. H. Blowers, carpenter foreman, Columbus Ohio; Wm. Smith, machinist, Newark, Ohio; T. J. Andrews, conductor, Newark, Ohio; A. B. Holmes, carpenter foreman, Zanesville, Ohio; A. W. Guidenberger, pipe fitter, Newark, Ohio; C. R. McNeally, yard clerk, Newark, Ohio.

The West Zanesville Provision Company are enlarging their plant and have made request for increased track facilities to take care of increased business.

To enable more prompt handling of heavy car repair work being done by the Ralston Steel Car Co., at East Columbus, a storage track of an additional sixty cars capacity is being installed at that point.



MACHINE SHOP FORCE AT NEWARK, OHIO, TWENTY YEARS AGO.
DO YOU RECOGNIZE ANY OF THE FACES?

Standard freight train operation cards have been put into effect for fast freight and slow freight trains, effective June 1st, these cards indicating certain standards that have been worked out on actual performances, for the operation or movement of trains over the various districts, and it is thought the information contained in these cards will be helpful in solving the problem of efficient train operation on the Newark Division, as they furnish a standard that can be maintained by concerted effort on the part of all connected with train operation. They also furnish enginemen and trainmen an opportunity to show the divisional officers the extent to which this standard may be improved, and in order that proper credit and consideration may be given those who succeed in maintaining or improving on this standard, a proper record will be kept in the superintendent's office.

After having been closed for more than a year, the coal mines of the eastern district of Ohio have resumed operation. This will greatly improve business conditions in this territory and is good news to everyone.

The Newark Divisional Safety Committee is continuing its good work, having reported the correction and disposal of 101 items for the thirty days ending prior to May meeting. One of the more recent features indicating the activities of this organization is the placing of safety pins in upright switch stands in order to prevent the possibility of locking switches open.

Stars and bars make a good appearance on conductor's and trainmen's uniforms, and they are being displayed to the same advantage along with jewelry and other decorations, and rightly so. Don't make the mistake of asking

one of those fellows with six or eight on his coat, how long he has been in the service. He will immediately put you in the apprentice class, or conclude that your education has been sadly neglected.

Cedar Point resort opened June 13th. We anticipate heavy excursion travel throughout the summer, as indicated by one of the first advertised, the Goodyear Tire & Rubber Co.'s excursion, consisting of ten trains of eleven cars each.

Supervisor E. E. Naney and wife are visiting their old home in Little Rock, Ark.

Operator E. H. Connors and wife have taken a trip to New York City.

Engineer W. J. Ryan, accompanied by his wife, has gone on a fishing trip to northern Michigan.

Timekeeper W. F. Sachs has taken unto himself a wife. Mr. and Mrs. Sachs left for a trip in the west, and will visit, among other places, the famous Yellowstone Park.

Master carpenter E. C. Zinsmeister and family have gone for a trip to northern Michigan.

Engineer M. P. Healey, wife and son John, have departed for San Francisco and the fair, and on their return will visit Yellowstone Park.

The accompanying photograph is of engine No. 1465, taken by machinist Chas. Campbell, and showing machinist Frank Stare at the cylinder and machinist J. E. Powell, both old employes at Newark Shops, oiling engine.

S. T. Bride, station baggagemaster, at Mansfield, Ohio, recently sent to the editor of the Magazine a Christmas story which we hope to publish in an appropriate issue. We learned that Mr. Bride was with our soldier boys in Cuba during the Spanish American war, and asked him to send us a brief account of some of his more interesting experiences there. His reply follows:

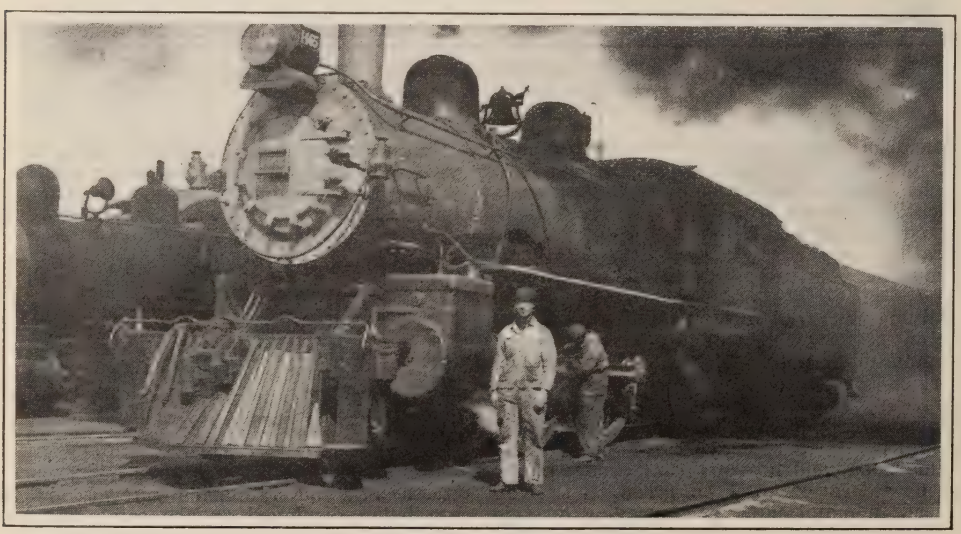
When the war with Spain broke out in 1898 I had already served one enlistment of five years in the Ohio National Guard and had received my discharge papers about the time the battleship Maine was blown up in Havana harbor, but it looked as if the Eighth Ohio would be called out, so I reinlisted for one year.

It was not long until we got orders to mobilize at Akron, Ohio; from there we went to Columbus and went into camp at Camp Bushnell. The drum major of the band was a married man and did not care to go, and there they informed me that I was to fill the vacancy made by him.

After a few weeks we proceeded to Camp Alger, Va., near Washington, where the regiment was recruited up to full strength, and further preparations were made for actual service. We next moved to New York, where the St. Paul, a fine big ocean liner, was waiting to convey the Eighth Regiment to Cuba, and was also being loaded with ammunition for Samson's fleet. I still have recollections of the first day out from New York, which I would like to forget, but I soon got over it and enjoyed the rest of the trip down and had a chance to give some of the other fellows the laugh.

When we landed at Siboney a truce was on and a few days later, on the 7th of July, the Spaniards surrendered, so about all we had to fight were the mosquitos and yellow fever and other pests that inhabit a tropical country.

The tarantula was very much dreaded, as he did not make a desirable bed-fellow, although I only heard of one case where a man was bitten by one of them.



ENGINE 1465, NEWARK DIVISION



BAGGAGEMAN S. T. BRIDE
OF MANSFIELD, O.

One of the pests we had to contend with (and it was laughable too), was the large black ant. They would go anywhere and into everything we had to eat. It seemed as if they had been starved for a long time; they were so big and industrious.

It was quite amusing to watch them forage for something to eat. They had regular paths through the grass. While there we got some Spanish bread. In looks, the loaves were similar to our homemade bread, only not so large, and those ants would get away with a loaf in twenty-four hours if left where they could get at it.

Three of us had a large tent and one night devised a scheme to fool them. We took our loaf of bread, tied a string to it and hung it up to the ridge pole, but the next morning that loaf of bread was about as big as a good sized biscuit. The ants were crawling up the tent pole, over the ridge pole and then down the string. We had to go without bread that day.

I remember a little incident which happened on the boat after we had left Santiago on the return trip and steamed out through the harbor, past Moro Castle, where the Spanish ships were lying half submerged in the channel. Half of us were sick and my brother was down with the fever, when he took a notion he could eat some peaches and milk. We had plenty of condensed milk, so I skirmished around and found a fellow who had a can of peaches to sell. I gave him two dollars for it, and our appetite was just about right for those peaches when lo! on opening the can we found it was baked beans. Some one had changed the label.

After two weeks in quarantine at Montauk Point, L. I., we were sent home and discharged. It was a pretty sick looking bunch and one of the doctors said, "they will all be dead in five years."

Now, up on the hill are thirteen little flags, mute evidence that those young fellows who went out in the best of health did not last that long. All of us contracted malaria.

After two months shaking with the ague, I went to work for the Baltimore & Ohio as freight handler and worked about a year and a half and then went to the Pennsylvania Railroad as fireman for a short time, after which I returned to the freight house and in 1903 was transferred to the passenger station as baggageman, where I have since been employed.

During the eleven years there have been 215,000 pieces of baggage handled at this station.

The monotony of a baggageman's work is broken somewhat by the interesting people we meet, the individuals that go to make up the traveling public. It is true we sometimes have our patience tried to the limit, but I find that to be accommodating and willing to give information and assistance whenever I can, makes friends not only for myself but for the Company, and friends mean revenue.

S. T. Bride,
Station Baggagemaster,
Mansfield, Ohio.

CONNELLSVILLE DIVISION

Correspondent, P. A. Jones, *Office of Chief Clerk*, Connellsville

DIVISIONAL SAFETY COMMITTEE

O. L. Eaton.....Superintendent, Chairman
J. K. Yohe.....Trainmaster
A. P. Williams.....Division Engineer
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr. M. H. Koehler.....Medical Examiner
J. A. Fleming.....Freight Agent
H. E. Himes.....Agent
E. E. McDonald.....Agent
H. D. Whip.....Relief Agent
G. M. Woodward.....Locomotive Engineer
J. Ridgway.....Locomotive Fireman
M. H. Mickey.....Freight Conductor
R. R. Whipkey.....Yard Brakeman
Geo. Beatty.....Pipe Fitter
J. P. Butler.....Air Inspector
Jesse Burnsworth.....Section Foreman
R. W. Whipkey.....Secretary

The baseball club of the local master mechanic's office has reorganized for the season of 1915 and has succeeded in placing a fast nine in the field. The boys are very enthusiastic over the progress they have made thus far and are looking forward to a successful season.

The following officers have been appointed: E. W. Mitchell, manager; H. T. Beck, captain; R. B. Spackman, treasurer and press agent.

They would like to arrange games with Cumberland, Grafton and Fairmont teams.

On Memorial Day they met the fast Company nine of Cumberland and came out on the short end of a six to five score in an exciting game played at Columbia Park, Connellsville, before a large crowd.

The visitors got the jump in the first inning by scoring three runs, but after that were unable to do much in the scoring line. In their half of the inning the locals scored two runs and after an uphill fight tied the score in the sixth.

The features of the game were the pitching of Beck for Cumberland, who struck out thirteen men, and catches by Sisler and Garlitz, the latter catching a wicked drive by R. Ralston that was labeled for extra bases. The catching of Rhaback for Connellsville also stood out. The score:

Cumberland	3	0	0	0	1	1	0	1	0	—6
Connellsville....	2	0	0	0	1	2	0	0	0	—5

This is the first of a series of games that have been arranged by the locals with out of town teams of the railroad and some good games can be expected, as they have just begun to hit their stride.

This picture is of Shirwood I., age seven months, youngest son of conductor S. K. Ringler of the Connellsville Division. Mr. Ringler's family consists of three boys and one girl.



SHIRWOOD I. RINGLEY



ROBERT
The Six Year Old Son of J. M. Ryan, Dispatcher at Connellsville, Pa.

PITTSBURGH DIVISION

Correspondent C. W. Blotzer, *Clerk Car Accountant's Office,* Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. Gorsuch	Superintendent
T. W. Barrett	Trainmaster
W. J. Kennedy	Secretary
C. C. Cook	Division Engineer
W. A. Deems	Master Mechanic
M. C. Thompson	Road Foreman of Engines
Dr. J. P. Lawlor	Medical Examiner
W. F. Deneke	Agent, Pittsburgh
F. Bryne	Claim Agent
L. Finegan	Superintendent of Shops
A. J. Weise	General Car Foreman
Mr. Tatem	Car Foreman, Substitute
G. W. C. Day	Division Operator
C. E. Carson	Conductor
D. F. Ferguson	Engineer
T. E. Smith	Fireman
J. M. Applebee	Tank Foreman
J. M. McCormick	Yard Conductor
Dr. E. M. Parlett	Honorary Member

Engineer M. Flaherty, who attended the Engineers' Convention at Cleveland, Ohio, has returned to duty.

Fireman F. Gerber, who was operated on recently for appendicitis in the Butler Hospital, has returned to his home at Foxburg and is reported doing very nicely.

We are glad to see conductor J. F. McNeal on the streets again after his severe case of typhoid fever.

Friends of brakeman Percy Neely, who is in the Butler Hospital, will be glad to learn that he is improving and will be leaving for home in the near future.

Conductor C. A. Stewart has returned to duty after a recent visit to New York, where he saw the naval parade.

It is reported that assistant chief clerk George Hart will soon join the ranks of the benedicts.

Miss Alberta McCracken, relief operator, is spending a few days with friends at Baltimore, Md.

Invitations have been issued for the wedding of Albert Dewalt, chief clerk to the storekeeper at Glenwood, to Miss Lillis Mildred Huston.

Miss Marguerite Hughes, daughter of engineer Frank Hughes, was married at St. Stephen's Church on June 9th, and after a fine celebration the happy couple departed for an extended honeymoon.

Third trick operator at Hazelwood, Miss. N. J. Maloney, will spend her vacation at the seashore during the coming week.

Car distributor A. H. Gribbin and force have been transferred to the Glenwood yard office, Glenwood, Pa.

L. W. Wilson, clerk to car distributor A. H. Gribbin, has been transferred to Willow Grove as yard clerk.

The accompanying photographs are of R. M. Sheats and of his residence at Foxburg. Mr. Sheats entered the service of the Baltimore & Ohio September 1st, 1881, as assistant superintendent at McKeesport in charge of trains between Bessemer and West Newton; was transferred to Pittsburgh as general yardmaster in January, 1882; appointed supervisor of trains on the Wheeling and Pittsburgh Divisions, August 13th, 1883; transferred to Pittsburgh January, 1884, as general yardmaster of the Pittsburgh & Western, Pittsburgh Junction and Baltimore & Ohio. In November, 1887, he was transferred to Painesville as trainmaster and again transferred to Cumberland in June, 1889, as general agent and to Grafton as superintendent, in 1890. On July 1st, 1899, Mr. Sheats was appointed superintendent of terminals at Chicago and returned to the Pittsburgh Division December 1st, 1900, as superintendent of terminals. This position he held until September 1st, 1904, when he was transferred to Butler as trainmaster between Butler and Mt. Jewett, from which position he was relieved and placed on pension December 1st, 1912.



HOME OF R. M. SHEATS, FOXBURG, PA.



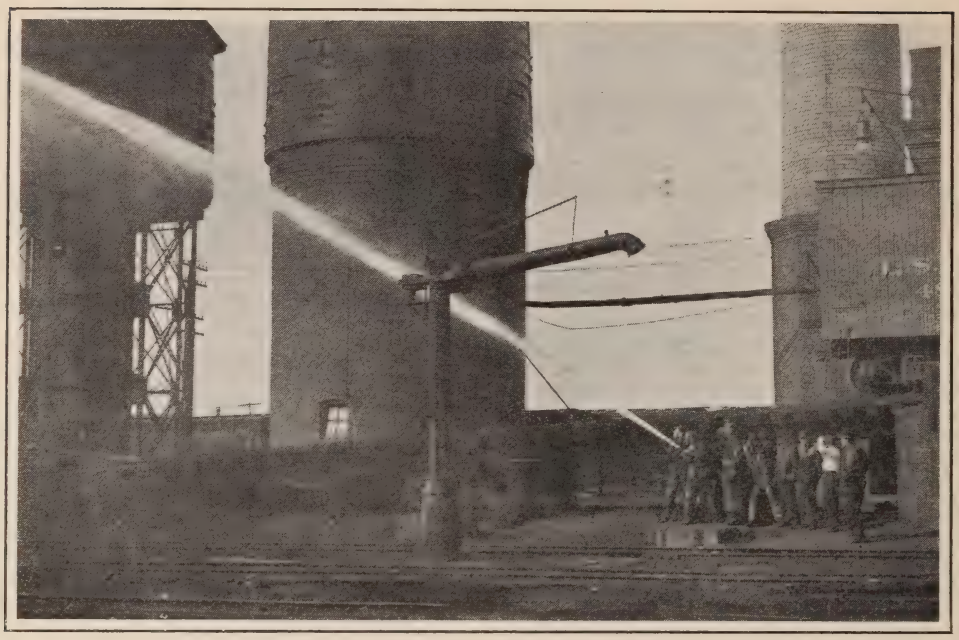
R. M. SHEATS

Mr. Sheats still visits among his friends whenever he is in the neighborhood and we are certainly glad to make him welcome at any time for in him each employe had a staunch and true friend and a man who was always looking after the welfare of his fellow employes. It is the hearty wish of the Pittsburgh Division employes that Mr. Sheats may live to enjoy many years of prosperity and happiness.

Conductor J. M. Whalen will leave the early part of July for an extended vacation to Denver and southwestern points.

The Safety meeting at Hazelwood on June 7th was not for the discussion of Safety alone, but was a meeting for all classes of employes, and addresses were made on the subjects of Efficiency, Cooperation, Solicitation of Traffic, Economy and Safety. It was intended to have the road foreman give a short lecture on Fuel Economy, illustrated by stereopticon views, but a heavy rain delayed the meeting and we were obliged to omit this.

Assistant general passenger agent J. P. Taggart made a splendid address on Courtesy and told the men how pleasant it was to have people drop into see the passenger representative and remark about the enjoyable ride they had had from Pittsburgh to Washington, Philadelphia or Chicago, as the case might be, and that every one was so kind and did everything to make the journey a comfortable one; and not only pleasant to the passenger department, but gratifying in its results in attracting business to our line. He spoke of what it would mean if the 45,000 or more employes would secure one passenger each month.



FIRE DRILL AT CHICAGO JUNCTION

T. J. Walters, division freight agent, gave a very entertaining and instructive talk, explaining in detail how the employes in other departments could aid in securing traffic. He quoted from the late Elbert Hubbard's "Courtesy as an Asset," wherein he urges loyalty and devoted interest on the part of the employe.

J. A. Spielmann, district engineer maintenance of way, spoke impressively on the subject of Economy. He told of having visited the reclamation plant at Zanesville and while he thought this was a good thing, he urged his men to make their sections the points of the beginning of the reclamation process by being tidy and saving and he explained how employes in other departments could aid. In fact cooperation was the keynote of the night. Mr. Spielmann called attention to the fact that our Savior had given us our first lesson in economy when, in performing the miracle of feeding the multitude, He directed that all that remained should be "gathered up."

I. W. Young, from the Baltimore office, gave a brief but entertaining lecture, explaining the financial problems which confront the large railroad corporation, pointing out from illustrative charts the per cent. of gross income disbursed against various accounts on the Baltimore & Ohio, and the large profit made by some industrial concerns upon a comparatively small capitalization as contrasted with the capitalization and profits of the railroads. He painted some word pictures of what can be accomplished by a high state of efficiency and appealed for an individual attitude of mind for efficiency.

Good music by a quartette composed of W. L. Clipp, Jess P. Boyle, S. M. Smith and D. W. Wible, a baritone solo by W. L. Clipp, chief clerk to general superintendent, and soprano solos by Miss Bessie Smith and Mrs. B. R. Atcherly, the latter, wife of chief clerk to master mechanic, helped make the evening enjoyable. Mrs. Jess P. Boyle was accompanist.

E. R. Scoville made a short but impressive talk on Safety and told what this Company had done in the interest of that movement since its organization. We had some good stereopticon views but were able to show only a few on account of the lateness of the hour. There was a motto thrown on the screen which read "Better to be careful 1,000 times than a cripple once. Get the Safety Habit. Be your own Safety Agent." It is a good one for us all to remember.

NEW CASTLE DIVISION

Correspondent, F. E. Gorby, *Chief Clerk*
New Castle

DIVISIONAL SAFETY COMMITTEE

J. W. Kelly, Jr. ..... Superintendent Chairman
C. P. Angell ..... Trainmaster, Vice-Chairman
H. L. Gordon ..... Division Engineer
J. J. McGuire ..... Master Mechanic
J. B. Daugherty ..... Road Foreman of Engines
James Aiken ..... Agent
Dr. E. M. Parlett ..... Medical Examiner
C. G. Osborne ..... Division Claim Agent
F. H. Knox ..... Agent
A. D. Griffith ..... Agent
John McGowan ..... Road Engineer
H. G. Pifer ..... Road Fireman
E. C. Burdge ..... Road Conductor
T. B. Daugherty ..... Yard Conductor
M. B. Cunningham ..... Enginehouse Foreman
T. A. Miquel ..... Assistant Car Foreman
H. L. Forney ..... Master Carpenter
R. S Mitchell ..... Track Supervisor
W. W. McGaughey ..... Secretary of Committee

In connection with safety work, we desire all employes to know that they will be welcome at the meetings of the New Castle Division Safety Committee. They are cordially invited to be present. Good work has been done by members of the committee; yet in the face of this, there are still a few scoffers who profess to question the motive of safety work. It seems strange that men will not give their hearty cooperation to a movement which has for its sole object the preservation of life and limb. If you do not agree with safety work, if there is any question you are not satisfied with, come to the committee meetings and satisfy yourself that this campaign is for you; to make your work safer and better and give us your hearty cooperation.

Road foreman of engines J. B. Daugherty, who has been on the sick list for some time, is again on the job. During his absence, assistant road foreman J. E. McCarthy, of the Pittsburgh Division, was acting road foreman in Mr. Daugherty's stead.

Married: Ralph R. McWilliams, stenographer to the division engineer, and Miss Lillian Kiefer, both of New Castle, Pa. After a peep at Detroit and Cleveland, they will set up an establishment in New Castle.

The office ball team took a fall out of the Butchers' team a few days ago, and have since bitten the dust in a contest with the fast Italian Athletic team. After the stage fright wears off, "Red" Crill and his bunch expect to win every game.

We are all glad to see the Magazine re-established, and trust that conditions on the System in the future will never make necessary its discontinuance, as we have missed its monthly message of the "doin's" of our fellow employes scattered from one end of the System to the other. We naturally grow a little narrow when our viewpoint is shut in by the limits of our own division; the Magazine broadens our vision.

Friday, June 4th, 1915, the steamer "Peter White" docked at Fairport Harbor, O., and established a record for rapid unloading; a record not only applicable to Fairport Harbor but to all the lake ports.

The first bucket of ore was taken out of the hold at 7.00 a. m. and the last bucket at 10.35 a. m., working a total of 8,705 tons, 400 pounds, of ore unloaded.

Superintendent G. S. Meek of the Pennsylvania & Lake Erie Dock Company, which company operates the ore docks and unloading machines, was so well pleased with the performance that he presented the crew working under the Fast Plant with a box of cigars and congratulated all concerned on their good work.

CHICAGO DIVISION

Correspondent, F. N. Shultz, *Division Operator*
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

J. F. Keegan,.....Superintendent, Chairman, Garrett, Ind.
T. B. Burgess...Trainmaster, Vice-Chairman, Garrett Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
H. H. Harsh.....Division Engineer, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. W. Rhuark.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
R. R. Jenkins..... Secretary Y.M. C. A., Chicago Jct., O.



OUT FREIGHT PLATFORM FORCE, CHICAGO, ILL.
J. D. Halloran, Foreman; L. M. Browne, T. K.; Frank Snyder, Assistant Foreman

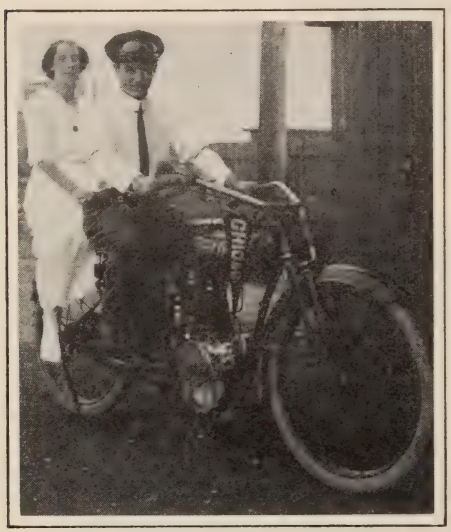
J. E. Jack.....Claim Agent, Garrett, Ind.
John Draper.....Agent, Chicago, Ill.
J. R. Cole.....Agent, Gary, Ind.
S. R. Brubaker.....Engineer, Garrett, Ind.
W. E. Frazier.....Fireman, Garrett, Ind.
R. W. Springer.....Conductor, Garrett, Ind.
B. W. Saunders.....Yard Brakeman, Chicago Jct., O.
J. Wagner, Jr.....Car Inspector, South Chicago, Ill.
W. N. Tarney.....Machinist, Garrett, Ind.

If repairs and corrections continue to be made on this division at the same rate as now, as evidenced by the Safety bulletins being issued for the information of employes, we should soon have a division which, in its physical condition, can be called extra safe. Items of minor importance even are having the attention of the committee, and it is hoped that the employes as a whole will continue to call the attention of the committee to anything that they think needs correction.

SOUTH CHICAGO

Correspondent, Oscar Wacker, *Car Distributer*

The accompanying photograph is of our per diem clerk, Ralph Ashton and his wife, who is ticket agent at our 76th Street station. The picture was taken just previous to a seventy mile spin. Look out for Ralph.



RALPH ASHTON AND WIFE

CHICAGO TERMINAL

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago.

DIVISIONAL SAFETY COMMITTEE

J. L. Nichols.....Superintendent, Chairman
J. W. Dacy.....Trainmaster
G. P. Palmer.....Division Engineer
F. W. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
C. T. Horgan.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Superintendent, Chicago Division
Wm. Hogan.....Superintendent, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Assistant Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
R. J. Osborn.....Conductor
Thos. Fogg.....Engineer
P. H. Bulleter.....Fireman
W. H. Egan.....Conductor
A. L. Reeves.....Engineer
Geo. Hendrix.....Fireman
H. M. Johnson.....Engineer

Captain of police James F. Ryan passed away Sunday afternoon, June 6th, at his home 6618 Maryland Avenue, Chicago, his death resulting from pernicious anaemia. It was only about three weeks before his death that he was at his desk, not because he was in good health, but because he held out until he could no longer. His wife, Mrs. Ella Ryan, and four children, James sixteen years, Eileen fourteen years, John nine years and Joseph four years, survive him.

Captain Ryan was born in Chicago on December 9th, 1860, and from his boyhood up was connected with police work. In his early days he was in the Chicago police department at the Harrison Street station, and was one of the first to drive a patrol wagon in that city. He later gave up his position to join the Illinois Central Railroad at Chicago as a special agent, where he worked as assistant chief special agent for several years. Upon the request of several of his intimate friends he resigned his position with the Illinois Central to join the Baltimore & Ohio at Chicago. On July 1st, 1895, he entered our service as special agent and after six years as such was promoted to captain, and this position he held until his death. In 1910 when we took over what is now the Baltimore & Ohio Chicago Terminal he was given full charge of the police work on the Chicago Terminal in addition to the Baltimore & Ohio, and he showed his ability every minute of every day he worked for the Company. He was twice offered the position of superintendent of police at Baltimore, but rejected the offers because he knew the Chicago end so well and because he had his family and home well located here.

As most of us remember, captain Ryan was the one who named our Magazine "Baltimore & Ohio Employes Magazine" and received the prize which was offered for winning this honor. He was an active member of our local Safety Committee ever since its organization, and was always on hand to take an active part in the safety work, as well as being a valuable asset to the Loss and Damage bureau.

Captain Ryan has been president, first vice-president, second vice-president and secretary and treasurer of the Special Agents' Association of Chicago for a number of terms. He was the most highly regarded special agent in and about Chicago. His brother special agents looked upon him as their counsellor when they were working on a "bad" case, for they all realized his experience.



JAMES F. RYAN
Late Captain of Police

Captain Ryan's life was full of thrills and if we had the space we could fill this entire Magazine with his experiences; how he fought against the notorious car barn bandits at Millers, Ind., in 1904, when he received a foot wound; how he rounded up bands of thieves in the yards almost single handed, etc. About the last arrest the captain made was that of five notorious brass thieves, who when caught had in their possession fifty-three railroad brasses belonging to a Chicago railroad. One was held in the Criminal Court on $7,000 and four on $5,000 bonds. He recently recovered a wagon load of automobile tires and arrested one of the thieves on a neighboring railroad. Through the efforts of captain Ryan some copper bullion thieves, who had been operating on a neighboring railroad and who had shot and killed a patrolman, were also apprehended. One is now incarcerated in the Federal penetentiary at Fort Leavenworth and several others are awaiting trial in the State and Federal courts for murder.

One of the accompanying pictures was taken while captain Ryan (in the center) was at El Paso, Texas, not long ago while enroute for three car and freight house thieves who had looted Chicago freight houses for no less than $500,000 worth of goods. They were Catell, Bush and Flynn, the last two apprehended in Los Angeles, Cal., where the loot, composed of automobiles, automobile tires, cigars, tobaccos, silks and miscellaneous merchandise, was recovered. As the final results of the captain's efforts in this case he implicated and brought before justice two Chicago doctors, who assisted in the disposition of the goods at Chicago.

In addition to fulfilling his duties for the railroad the captain was, as above stated, a great help to the Special Agents' Association, especially in the way of locating the rendezvous of the numerous bands of thieves in and about Chicago. While many of the captains and special agents were enjoying their home life he was out on the coldest days and nights of the winter looking out for the interests of the association by getting acquainted with the underworld. This often made it very easy for him to land his men.

On the other hand a more charitable man in his capacity could scarcely be found. He was extraordinarily kind and generous to the poor, a little incident of last winter being only one of his many charitable acts. Then when many families were almost starving in and around South Chicago, captain Ryan came to the assistance of the Instantaneous Relief Fund in a very substantial manner when he arranged for the giving of about two hundred pounds of flour and eggs, stolen from the Company yards and recovered, to the poor families.

The funeral took place from his residence June 9th. High Mass was celebrated at Holy Cross Roman Catholic Church, Chicago, at 9.30 a. m. Interment was at Calvary cemetery. The pall-bearers were P. H. Maloney, lieutenant of police, J. C. Kelley, lieutenant of police, M. F. Bradley, patrolman, Alexander Craw, division claim agent, R. J. Edgeworth, chief special agent, Chicago Junction Railway Company and M. Morweiser, inspector of special service, Chicago Rock Island & Pacific Railroad Company. Among the large number of floral pieces was the great cross of roses sent by the employes of the Baltimore & Ohio Chicago Terminal and Baltimore & Ohio at Chicago, and the large police star of roses sent by the Baltimore & Ohio and Baltimore & Ohio Chicago Terminal Police Department at Chicago.



CAPTAIN RYAN AT EL PASO, TEX.
(see Article)

On May 5th R. G. Clark became the proud father of an eight pound girl.

H. O. Wertenberg, chief clerk to division engineer, spent June 5th and 6th at his "Club" at Long Lake, Illinois. He reports fishing very good.

Our fishermen angled over Decoration Day and made a good catch, each one bringing home a big supply as well as sending a box of fish for the employes in the general offices. These were carefully distributed by Jess Morgan.

On November 5th the local freight office was moved from the Grand Central Station to Robey Street, the general agent's office of the Pere Marquette Railroad now occupying the offices they vacated.

"Charlie" Stewart is apparently very much interested in a young lady at the end of the hall and is very anxious to introduce her to all his friends. Though we appreciate the young lady's acquaintance, what's the idea, Charlie?

The Misses Dell Ryan and Anna Quinn, day telephone operators, report having had a good time over Decoration Day, when they visited Mammoth Cave, Kentucky, and took in the horse races at Louisville.

Mickey Brennan, the captain and manager of the Chicago Terminal Royal Blue baseball team, is very desirious of securing a game some Saturday afternoon with the Baltimore & Ohio local team at Chicago. So far he has been unsuccessful, but we hope they can arrange to play us just as soon as possible. Mickey's team hasn't lost a game this season???

The accompanying photographs are of Mrs. William Whitehead on her eighty acre farm in Lake County, Michigan. In the first picture her motive power is not up to the standard. She must have broken an eccentric, or had some other mechanical defect; at least her power lost its equilibrium. Mrs. Whitehead, being a practical farmer, rectified the defect promptly as may be noted in the second picture. Mrs. Whitehead is going to prove her ability as a farmer by taking her husband, William Whitehead, who is now a locomotive engineer, to her farm and showing him the first rudiments of farm life. In addition to being a first class farmer Mrs. Whitehead is very fond of horses. Her father is the sheriff of a county in southern Illinois and she has made many exciting trips with him in the pursuit of bandits.



MRS. WM. T. WHITEHEAD
On 80 acre farm in Michigan



A TWO "OX-POWER" HARROW

OHIO DIVISION

Correspondent, C. N. Beyerley,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. Brooke.....Superintendent, Chairman
F. H. Rumpf.....Machinist
T. E. Banks.....Trainmaster
R. C. Eveland.....Conductor
E. J. Correll.....Division Engineer
J. P. Britton.....Engineer
P. H. Reeves.....Master Mechanic
Val. Southworth.....Switchman
W. S. Warren.....Car Foreman
M. D. Carothers.....Supervisor
Dr. F. H. Weidemann.....Medical Examiner
L. H. Simonds.....Claim Agent
J. A. Carter.....Fireman
A. L. Townsend.....Agent
R. Mallen.....Road Foreman of Engines

"Messenger Boy Cautioned Not To Jump On Cars In Chillicothe Yard"

This is one of the things accomplished at the monthly meeting of our Safety Committee. Sounds like nothing if you just read it, doesn't it? But when you think that this simple and kindly word of warning may prevent the injury and the death of the lad, then it sounds worth while. If you have ever seen a crowd of clean-limbed, happy youngsters at play, and tagging after them a boy on crutches or with a club foot, with pain and disappointment written in every line of his face—you know that every warning of this sort that you can give to thoughtless youngsters will be worth while and that later on in life, if not now, they will thank you for your kindness.

Geo. J. Miller, cashier in local freight office at Chillicothe, has joined the ranks of the "benedicts," his wife being Miss Loretta Hellmuth, also of Chillicothe. Mr. and Mrs. Miller are spending their honeymoon in Denver, Col., and at other western points. Employes of Ohio Division are unanimous in extending to the couple their best wishes for a happy future.

E. N. Brown, assistant superintendent of the Ohio Division, died at Columbus, Ohio, May 25th, 1915, from angina pectoris. Mr. Brown was born at Bentonsport, Iowa, September

17th, 1869. He entered service with the C. R. I. & P. R'y as telegraph operator, in 1887, leaving that road to take service with the Southern Pacific R'y in 1889, where he was promoted in rapid succession to train dispatcher, assistant superintendent, superintendent and assistant general superintendent. In 1912 he was made acting assistant to president of the C. & E. I. R'y, later being made superintendent. In 1913 he was on special work for the Frisco. In November of that year he entered service with the Baltimore & Ohio R. R. Co. as supervisor of transportation; was appointed trainmaster of the Ohio Division on December 8th, and promoted to assistant superintendent February 10th, 1914, in which capacity he served until his death. Mr. Brown was an excellent railroad man, being well educated in all lines. He was to have been appointed superintendent of the Illinois Division, effective June 1st. Mr. Brown was well liked by all with whom he came in contact, and employes of the Ohio Division feel that they have lost a good friend as well as a most efficient official.

Dr. W. C. Stinson, of the First Presbyterian church, conducted the funeral services at the home of Mrs. Flora Kirschenschlager, where Mr. Brown and his family made their home.

Burial took place in Los Angeles, his old home, on June 2nd, where his family will make their future home.

Two vacancies were created in the offices at Chillicothe by the removal of Robert M. Jones and Grove E. Brown, owing to the death of the latter's father. They will make their future home in Los Angeles, Cal.

The yard engine at Loveland was restored in May, owing to the fact that the Miama Stone and Gravel Company began operations on a large scale at that point.

Instructions have been issued with reference to the matter of showering hogs. On account of the warm weather this is a matter which should be given special attention by trainmen and all others concerned, as it will probably mean a great deal to the Railroad Company in claims.

Safety First! When placing cars at industries and other points for loading, care should be taken that cars have good hand brakes in working order, and if not, the car should not be left at a point where it is liable to run back down onto the main track, or any other track where an accident might occur.

On May 10th, passenger trainmen laid aside their heavy winter uniforms and donned their summer togs.

G. S. Cameron will succeed E. N. Brown as assistant superintendent at Chillicothe, coming here from the Indiana Division, where he has been assistant superintendent at Cincinnati.

John C. Wilkins, Jr., is spending his vacation with his parents in Baltimore, Md. Willard Sperry, formerly time clerk, is substituting for Wilkins, as tonnage clerk.

E. E. Kennedy succeeds Robert Jones as stenographer to chief train dispatcher.

Chief timekeeper C. H. Harker is a candidate for renomination for councilman-at-large on the Democratic ticket, subject to the vote of the people at the primary election.

W. W. Woodward, train dispatcher at Chillicothe, accompanied his wife to Medford, Ore., and will spend a considerable part of the summer there on account of ill health.

INDIANA DIVISION

Correspondent, O. E. Henderson, *Conductor*
Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

E. W. Scheer.....Superintendent, Chairman, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
E. J. Lampert.....Trainmaster Cinti. Terms., Cincinnati, O.
H. A. Cassil.....Division Engineer, Seymour, Ind.
P. T. Horan.....Roundhouse Foreman, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
Dr. G. R. Gaver.....Medical Examiner, Cincinnati, O.
L. A. Cordie.....Assistant Agent, Cincinnati, O.
J. E. Sands.....Agent, Louisville, Ky.
E. Massman.....Agent, Seymour, Ind.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O.
E. R. Day.....Engineer, Seymour, Ind.
O. L. Mahorney.....Fireman, Seymour, Ind.
Adam Meyers.....Brakeman, Seymour, Ind.
N. A. Jones.....Conductor, Seymour, Ind.
T. A. Foster.....Car Repairer, Storrs, O.
A. W. Wagner.....Machinist, Storrs, O.

Thos. Kreinhagen, who has been off duty for the past eight weeks, has resumed as day ticket agent, relieving John Osterman, who on June 6th was married to Miss Elsie Orstad and immediately started on a wedding trip through the east. Both Mr. and Mrs. Osterman are popular young people of Seymour, where they will reside upon their return.

Effective June 1st, E. W. Scheer, superintendent of the Illinois Division, was appointed superintendent on Indiana Division, relieving J. C. Hagerty, who was appointed special agent for the Baltimore & Ohio and Cincinnati, Hamilton & Dayton, with headquarters in Cincinnati. Mr. Hagerty has been superintendent on Indiana Division for the past eleven years, and was very popular with the employes who worked under him. While we regret to see him leave us we are glad to note that he has been chosen for his present responsible position.

Effective June 1st, engineer C. H. Creager was appointed road foreman of engines at Cincinnati terminals, relieving Oscar Stevens, who was appointed to a similar position on the Cincinnati, Hamilton & Dayton at Dayton, Ohio. Both Mr. Creager and Mr. Stevens were Seymour boys, and started their railroad careers as firemen; later promoted to engineers. Mr. Creager is a member of the Advisory Board of the Relief Department, having been elected by

the delegates at the Relief Convention at Pittsburgh two years ago. Mr. Creager has just completed a new home in this city.

Effective June 1st, W. H. Keller, assistant master mechanic at Washington shops, was appointed master mechanic on Indiana Division, with headquarters at Cincinnati. Master mechanic A. E. McMillan, of Washington, will have charge of the Illinois Division, with headquarters at Washington, Ind.

Conductor A. H. Hodapp, wife and daughter, of Seymour, and Mrs. Pollock, first trick operator at Storrs, O., have returned from the San Francisco exposition. So far they are the only Company employes from Indiana Division to attend.

On Monday, May 17th, engineer A. W. Spillman died very suddenly while on his way from Storrs to the Union Depot, Cincinnati, where he was to catch a train, having been called to dead-head to Seymour. Mr. Spillman left home Sunday evening in good health, and it was a great shock to his relatives and many friends to learn of his sudden death. He was forty-four years old, and leaves two sons, one a yard clerk, the other day caller here. He came to the Baltimore & Ohio from the L. & N. about eight years ago where he had held a similar position for a number of years. In the death of Mr. Spillman the Company lost one of its best engineers, his neighbors a good citizen and his family a devoted and loving father. The funeral was in charge of Masonic order, the following Wednesday, the burial being at Riverview.

Effective June 11th, O. M. Allen was appointed agent at North Bend, vice J. J. McGinley transferred.

Effective June 12th, J. J. McGinley was appointed agent at Addytson, vice H. F. Cass, transferred.

ILLINOIS DIVISION

Correspondent, C. F. White, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

R. B. White.....Superintendent, Chairman, Flora, Ill.
C. G. Stevens.....Trainmaster, Flora, Ill.
C. W. Potter.....Trainmaster, Flora, Ill.
H. R. Gibson.....Division Engineer, Flora, Ill.
A. E. McMillan.....Master Mechanic, Washington, Ind.
F. Hodapp.....Road Foreman, Flora, Ill.
H. E. Orr.....Master Carpenter, Flora, Ill.
C. S. Whitmore.....Signal Supervisor, Flora, Ill.
W. G. Burns.....Supervisor, Vincennes, Ind.
F. Wyatt.....Supervisor, Flora, Ill.
B. O'Brien.....Supervisor, Carlyle, Ill.
W. Cook.....Supervisor, Springfield, Ill.
G. H. Singer.....Agent, East St. Louis, Ill.
W. C. Deitz.....General Foreman, Flora, Ill.
Dr. S. W. Westlake..Medical Examiner, East St. Louis, Ill.
J. R. Bradford.....Claim Agent, Olney, Ill.
W. J. Bullock.....Engineer, Washington, Ind.
F. Shehorn.....Fireman, Flora, Ill.
G. A. High.....Brakeman, Flora, Ill.
R. M. Adduddell.....Switchman, Flora, Ill.
J. Bowling.....Machinist, Washington, Ind.
J. G. Smeltzer.....Blacksmith Foreman, Washington, Ind.
L. L. Campbell....Assistant Car Foreman, Washington, Ind.



FLOYD
Son of F. R. Abernathy, Agent, Lebanon, Ill.

It has been noted with interest in the office of the Employes Magazine that this division is being kept well posted on the progress of the Safety work. The May bulletin showed about thirty items corrected, among them being two that will redound to more sanitary conditions.

Sanitation being not much more than the scientific application of the principles of cleanliness, we can see how easy it will be for us to make a sanitary railroad, that is, a healthful railroad, by working together for cleanliness.

Effective June 1st, 1915, R. B. White was appointed superintendent of the Illinois Division, vice E. W. Scheer, promoted to superintendent of the Indiana Division at Seymour, Ind. Mr. White comes from the Cincinnati, Hamilton and Dayton, at Indianapolis, Ind. Effective same date A. E. McMillan was appointed master mechanic of the Illinois Division, and W. H. Kellar was appointed master mechanic of the Indiana Division with headquarters at Seymour, Ind. This relieves Mr. McMillan of the Indiana Division.

On May 31st a general order was issued making No. 55 a flag stop at Claremont and Sandoval to receive or discharge passengers from or to points where No. 55 is scheduled to stop. No. 55 also stops at Trenton for passengers ticketed to St. Louis or beyond.

On June 8th, 1915, No. 88 was made an expedite train handling long haul or what is known as trunk line traffic, consisting princi-

pally of forest products, lumber, staves, pig lead, spelter, tank traffic, including oil, grain and grain products, cotton, marble, and other commodities. Eastbound expedite freight will be billed on expedite form of card waybill and marked on the manifest for movement on train No. 88. Arrangements have been made to move local freight to Breese, Flora, Vincennes and Shops where it will be placed on No. 88. The object in establishing this daily service and confine movement of this freight to train No. 88 is to insure regularity of service to our patrons.

During the month of May each of the trick dispatchers and chief dispatchers spent two days riding local freights over their districts, acquainting themselves with the physical characteristics of the road. This is to continue during the summer months.

Several of the agents and operators are taking their vacations now. This makes business good for the extra men. I hope some of the ones who are so fortunate as to get vacations will spend some of the time thinking of a way to assist the correspondent in making the Illinois Division space more interesting. I know everyone will welcome the Magazine again, and find it more interesting than ever, but please remember that you can help to make it even better by putting the correspondent in touch with the "live" things that occur when he is not around.

On May 31st, twenty-two Master Masons from the Flora Lodge assisted the Washington Lodge in conferring the third degree at Washington, Ind. Among them were the following "Baltimore and Ohio men" from Flora: John Graybill, E. R. Cole, machinists; R. M. Kuhn, assistant roundhouse foreman; Geo. K. Gilley, boilermaker; James Puckett, W. E. Gray, W. J. Miller, engineers; A. Malinsky, J. S. Taylor, water supply foremen; C. G. Stevens, trainmaster; K. S. Pritchett, chief dispatcher; F. J. Smith dispatcher, and R. A. Chickadantz, agent, Iuka, Ill.

On May 15th, 1915, little Miss Francis Marie arrived at the home of dispatcher R. G. Hawthorne. Grand-daddy Rogers wears a smile equal to that of "Happy's."



TRAIN No. 55 ARRIVING AT TRENTON, ILL.
Photo by Omar Goff



ROBERT
Three Year Old Son of George Hauss, Electrical Foreman on Illinois Division

TOLEDO DIVISION

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. MITCHELL.....Superintendent, Chairman, Dayton, O.
F. J. PARRISH.....Division Engineer, Dayton, O.
M. S. KOOP.....Trainmaster, Dayton, O.
G. E. REEL.....Trainmaster, Lima, O.
C. W. HAVENS.....Assistant Tranimaster, Dayton, O.
H. W. BRANT.....Division Operator, Dayton, O.
M. P. HOBAN.....Road Foreman of Engines, Dayton, O.
W. B. KILGORE.....Road Foreman of Engines, Lima, O.
W. D. JOHNSON.....Master Mechanic, Ivorydale, O.
J. R. CASAD.....Claim Agent, Dayton, O.
JOHN SULLIVAN.....Supervisor M. of W., Lima, O.
WM. O'BRIEN.....Supervisor M. of W., Rossford, O.
EDW. LEDGER.....Supervisor M. of W., Dayton, O.
G. W. THOMAS.....Master Carpenter, Rossford, O.
G. W. KYDD.....Signal Supervisor, Wyoming, O.
DR. F. S. THOMPSON,.....Company Surgeon, Dayton, O.
DR. WM. RYAN, ...Company Surgeon, Dayton, O.
R. B. MANN.....Toledo, O.
L. F. HOCKETT.....Agent, Dayton, O.
E. F. MALEY.....Agent, Piqua, O.
W. J. KROGER.....Relief Agent, Piqua, O.
J. C. MULLEN.....Agent, Toledo, O.
J. C. STIPP.....Agent, Lima, O.
W. A. IRELAND.....Depot Master, Dayton, O.
W. H. SITES.....Road Engineer, Lima, O.
F. E. MOORE.....Road Engineer, Lima, O.
H. B. SMITH.....Road Conductor, Lima, O.
W. J. SIMMONS.....Road Conductor, Lima, O.
ED. RICE.....Yard Conductor, Dayton, O.
CARL KOCH.....Shopman, Lima, O.
JOHN RILEY.....Shopman, Dayton, O.
H. B. COOK.....Shopman, Rossford, O.
JOHN RYAN.....Track Foreman, Middletown, O.
J. R. EILERS.....Track Foreman, Sidney, O.
E. L. KELLY.....Assistant Yardmaster, Rossford, O.
A. C. BUSHWAW.....Clerk, Secretary, Dayton, O.
C. L. BREVOORT.....Terminal Superintendent, Concinnati, O.
R. B. FITZPATRICK.....Terminal Trainmaster, Cincinnati, O.
C. M. HITCH.....General Car Inspector, Cincinnati, O.
E. C. SKINNER.....Agent, Cincinnati, O.

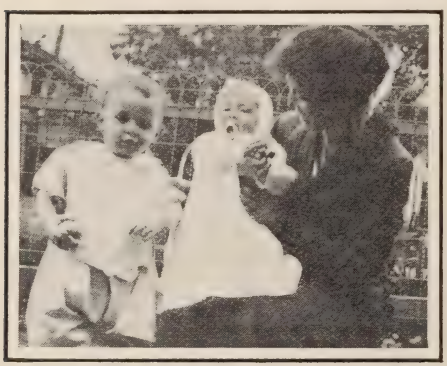


LEFT TO RIGHT, H. W. BRANT, Division Operator; M. M. McNEIL, Operator; J. H. WOODWARD, Chief Special Agent

R. Archer.....Supervisor M. of W., Cincinnati, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
R. E. McKenna.....Yard Foreman, Ivorydale, O.
A. Gronbach.....Yard Foreman, Hamilton, O.
Wm. Rosche.....Machinist, Ivorydale, O.

Mrs. Wm. O'Brien, wife of supervisor Wm. O'Brien, and little daughter Dorothy, have returned from a very pleasant visit with relatives at Mentor, Ky.

Wade Finley, roundhouse clerk, is receiving congratulations from friends on account of becoming the father of a fine nine-pound boy.



ALBERT JAMES age 18 months and LOUIS MANCOURT age 6 months, children of A. J. Reardon, Timekeeper, Toledo

John O'Connor still leads the force in solicitation of freight. He recently received a nice letter of commendation from Mr. Hoffman, assistant superintendent, on account of the results secured.

George McGrath, chief rate clerk, is in receipt of a letter of commendation from Mr. Hoffman by reason of his activity in the solicitation of freight.

Thomas Golightly, warehouse foreman's clerk, is taking his vacation at Cincinnati.

Employes extend sympathy to George Nester, abstract clerk, who was called to Chicago on account of illness in his family.

Claim clerk Wilkenson has resigned to accept a position at Indianapolis.

Phillip Hertzseld has taken position of material distributer at the storeroom, relieving John McDuff.

George McGrath, chief rate clerk in local office, is on his vacation and seeing the sights of New York.

Ed. Farley, posting clerk, announces that he will very shortly enter the ranks of the benedicts, and is now laying in a supply of stogies for the boys.

The bayou adjoining the freight house is now nearly filled up and the freight handlers will have to look for another swimmin' hole. Come on, Skinna-a-y!

Agent Fisher has started Wednesday evening meetings for clerks. Considerable interest is being manifested, and attendance has been good. Everybody is encouraged to talk on subjects of interest in the handling of work in the office, with the object of ascertaining the best and most economical methods. Results are already apparent.

Mr. Bumgardner is again at his desk after being off two weeks on account of sickness.

Chief clerk Lohner was compelled to go to California in search of health. Reports indicate his condition is improving rapidly, and it is hoped he will be back at his desk before long.

A. C. Young, switch fireman, has returned to work after an absence of three months on account of rheumatism.

A. O. Schneider, assistant roundhouse foreman, who was injured last February, is still off. We hope for his speedy recovery.

H. Behrendt, tank foreman, recently became the father of a ten-pound boy.

A. C. Neubrecht has been acting as assistant roundhouse foreman during absence of A. O. Schneider, who was injured last February.

Machinist Wm. Dowling recently returned from Ludlow, Ky. Owing to his preoccupied air, it is the opinion of his associates that before long he will have an important announcement to make to the boys.

Harry Monroe, hostler, underwent an operation for appendicitis. Reports indicate that he is doing well and will be back shortly.

The accompanying picture is of foreman F. G. Drake (X) and gang on section No. 29 in Rossford Yards, Toledo, Ohio. This gang has brought about a marked improvement of the lower yards as well as at the ore docks, coaling machine and Elevator "B" trucks. The largest percentage of the total tonnage handled on the Toledo Division passes over this yard section. It is felt that Mr. Drake and his men do a good deal for the Toledo Division, which this season has exceeded to date its former record of tonnage handled over our Toledo Docks.



DOROTHY MAE O'BRIEN
Daughter of Supervisor Wm. O'Brien of Toledo

Squire Farling, yard clerk, is spending a few days at Buffalo, N. Y.

William Follas, yard engineer, has deserted the ranks of batchelors and taken a bride.

George Boulenger, index record clerk in the office of assistant agent, claims his speed in handling the pages of the book is due to nimbleness of fingers produced by years of practice on the piano. He can "tickle the ivories" some, too.



F. G. DRAKE AND CREW

John O'Connor, cashier at the local office, prides himself on being a three-cushion billiard expert. Paymaster Lishawa has decided to accept his challenge for a match June 21st. A special squad of policemen will be engaged to keep the crowd back. Winner to have the Iron Cross.

Miss Helen Bronson, office of assistant superintendent, visited at Dayton recently. She had a fine time, and reports that Dayton is a regular town.

R. B. Mann, assistant superintendent at Cincinnati, was a recent visitor at Toledo, his old stamping ground. Mr. Mann says the new coal machine looks good, but he will buy the dinner if ever five hundred cars are dumped in twenty-four hours—that is provided he has enough ink in his fountain pen to write a check for the amount. For twenty-four hour period ending 6.30 a. m. May 31st, 494 cars were dumped, only six short, and this was done with one crew working through.

H. D. White has taken position of operator in office of assistant superintendent. He hails from Indianapolis Division.

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. Fenner, *Chief Clerk*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

A. A. Iams	Superintendent, Chairman
R. W. Brown	Trainmaster
H. G. Snyder	Division Engineer
C. Griesheimer	Supervisor
S. J. Pinkerton	Supervisor
S. M. Baker	Supervisor
R. O'Neil	Division Foreman
F. M. Drake	Relief Agent
C. H. Rauck	Agent
E. M. Jones	Yard Conductor
J. M. Ginan	Conductor
B. F. Shelton	Fireman
T. G. Hoban	Engineer
L. H. Simonds	Claim Agent
Dr. F. S. Thompson	Medical Examiner
J. J. Fitzmartin	Division Operator
E. B. Childs	Stationary Engineer
I. N. Long	Section Foreman
E. Blake	Section Foreman
H. D. Spohn	Brakeman

G. A. Rugman, for fourteen years supervisor and roadmaster on the line between Dayton and Wellston, was accidentally killed at Washington C. H., Ohio, April 5th, 1915.

Mr. Rugman was returning to his home at Chillicothe and was riding the local freight. At Washington C. H. there were some cars to pick up and conductor Buck had told Mr. Rugman he believed one of the cars carried a penalty defect. They walked over to the siding where the cars were standing and stepped behind the car to examine the coupling, when the engine coming in from the other end struck the cut of cars, knocking both men backward and in passing over them Mr. Rugman's body was caught by the brake beam, rolling him under the car. The car only moved the length of itself, but when his body was taken from under the car, life was extinct.

In the death of supervisor Rugman the Cincinnati, Hamilton & Dayton lost one of its most efficient and loyal employes. Mr. Rugman was first employed by this Company April 1st, 1898, as an extra gang foreman and worked in this capacity and as section foreman until June 1st, 1901, when he was made supervisor, which position he filled with credit to himself and to the satisfaction of all his superior officers until his death.

As a matter of economy in operation of the Delphos Division the offices of the superintendent were moved to the new location at East Dayton on May 24th.

This move not only effects a saving, but also makes for a higher efficiency in operation, as it puts all the departments in closer touch, now having superintendents, trainmaster, chief dispatcher and division engineer with their working forces all located in the same building and the maintenance of equipment office, storekeeper's office, yard office and shops in nearby buildings.

Effective June 1st, 1915, several changes were made in the official family on the Delphos Division.

M. V. Hynes, who has been superintendent since June 5th, 1912, was made superintendent at Indianapolis. There is not a single employe who was not sorry to have Mr. Hynes leave, for everyone felt that in him they had a close personal friend.

A. A. Iams was appointed superintendent to succeed Mr. Hynes. He is not a stranger to the Delphos Division, as all of his nearly twenty-five years of railroading has been on this division and while all regret the loss of Mr. Hynes, everyone is well pleased with his successor.

Mr. Iams entered the service of the Company, December 15th, 1890, as operator. He worked at various places on the division as operator until December 1st, 1899, when he was promoted to train dispatcher. On January 10th, 1905, he was made chief train dispatcher. He remained in that position until October 1st, 1912, when he was appointed trainmaster, continuing as such until his new promotion.

R. W. Brown has been appointed trainmaster. Mr. Brown began his railroad career on the Baltimore & Ohio Southwestern, November 15th, 1902, as a locomotive fireman and worked his way up to locomotive engineer. He was then appointed air brake instructor and assistant road foreman of engines on the Baltimore & Ohio, filling that position until October 1st, 1912, when he came to the Cincinnati, Hamilton & Dayton as road foreman of engines for the Indianapolis and Toledo Divisions. A few months later he was made supervisor of locomotive operation for the Baltimore & Ohio and Cincinnati, Hamilton & Dayton, which position he was filling at the time of his new appointment.

E. F. McCafferty, who has been division foreman at East Dayton for the past three years, has been given a short leave of absence and R. O'Neill, who has been car foreman since August, 1897, has been given the position of division foreman. Mr. O'Neill first entered the service April 9th, 1882, giving him a continuous service of a little more than thirty-two years.

We must not forget to record the marriage of F. B. Coy, stock clerk at the storekeeper's office, to Miss Helen Diehl, the ceremony taking place at the bride's home, 28 May Street, Dayton, at 7.00 p. m., June 9th. The happy couple are spending their honeymoon at Detroit, Buffalo and Niagara Falls. All their friends join in wishing them a long and prosperous voyage o'er the matrimonial sea.

INDIANAPOLIS DIVISION
(C. H. & D.)

Correspondent, Roy Powell, *Superintendent's Office*

F. B. Mitchell.....Superintendent, Chairman, Dayton, O.
R. B. Mann.....Assistant Superintendent, Cincinnati, O.
E. W. Hoffman.....Assistant Superintendent, Toledo, O.
M. S. Kopp.....Trainmaster, Dayton, O.
C. W. Havens.....Trainmaster, Lima, O.
R. B Fitzpatrick.....Trainmaster, Cincinnati, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. P. Hoban.....Road Foreman of Engines, Dayton, O.
O. Stevens.....Road Foreman of Engines, Lima, O.
H. W. Brant.....Division Operator, Dayton, O.
W. D. Johnston.....Master Mechanic, Ivorydale, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
J. R. Casad.....Claim Agent, Dayton, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
John Sullivan.....Supervisor M. of W., Hamilton, O.
E. Ledger.....Supervisor M. of W., Dayton, O.
W. O'Brien.....Supervisor M. of W., Rossford, O.
G. W. Thomas.....Master Carpenter, Dayton, O.
G. W. Kydd.....Supervisor Signals, Dayton, O.
Dr. F. S. Thompson.....Medical Examiner, Dayton, O.
Dr. Wm. Ryan.....Medical Examiner, Dayton, O.
E. C. Skinner.....Agent, Cincinnati, O.
J. F. Fisher.....Agent, Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
J. C. Stipp.....Agent, Lima, O.
E. F. Maley.....Agent, Piqua, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. More.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima, O.
W. J. Simmons.....Road Conductor, Lima, O.
E. Rice.....Yard Conductor, Dayton, O.
A. Gronbach.....Yard Conductor, Hamilton, O.
R. E. McKenna.....Yard Conductor, Cincinnati, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
A. Brehardt.....Shopman, Rossford, O.
Frank Zureich.....Shopman, Cincinnati, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sidney, O.
E. L. Kelley.....Assistant Yardmaster, Rossford, O.
Wm. Rosche.....Shopman, Ivorydale, O.
J. S. McLean....Secretary to Supt., Secretary, Dayton, O.

The employes on this division are very glad, indeed, to see the Magazine renew its monthly rounds. It seems like finding an old friend alive who was reported dead and buried.

The recent change in officials whereby the Indianapolis Division lost superintendent R. B. White to the Illinois Division, came as a surprise to everyone. Mr. White seemed to belong particularly to this division, as he was born and raised, and all his railroad experience was gained here. He entered the service at an early age as telegrapher, after learning in one of the line offices, and has been in constant service on the division as telegrapher, train dispatcher, chief train dispatcher and superintendent, with the exception of a few months in 1909, when he was chief clerk to general superintendent E. A. Gould.

The loss of superintendent White to us is a gain to the Baltimore & Ohio Southwestern and while we are sorry to loose him, we are glad of his promotion.

M. V. Hynes, who succeeds Mr. White as superintendent, needs no introduction to our men, as he is well known from his previous service here as division engineer. If the division had been allowed to choose a successor to Mr. White, it would have been Mr. Hynes; so everybody is pleased.



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Hand-woven, soft, durable, comfortable. Good as the South American Panama but cooler, lighter, more dressy. Direct from maker to you $1.50 postpaid. State size and send money order. Money refunded if you are not perfectly satisfied. Very stylish for Ladies this year

MARTIN LOPEZ & CO.

P. O. Box 148—C-12 San German, Porto Rico

Reference: Bank de Economias, San German, Porto Rico

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Texaco Machine Oils Texaco Engine Oils
Texaco Greases Texaco Fuel Oil
Texaco Asphalts Texaco Railroad Lubricants

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THE TEXAS COMPANY

NEW YORK HOUSTON

BRANCH OFFICES

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St. Louis Norfolk Atlanta
New Orleans Dallas El Paso
Pueblo Tulsa

The renewal of bridge No. 65 over the Wabash River at Montezuma, Ind., is progressing rapidly and at present is the most important single piece of work being handled on this division. This bridge is a four-span steel truss with three deck girders, making a total length of 824 feet 6 inches, one of the longest on this division. It was seriously damaged by the flood in 1913, making the renewal imperative at this time. The work is being handled by the Sheesly & Janey Construction Co. at an estimated expense of $185,000.00. This covers the rebuilding of three piers and one abutment in addition to the overhead work. When completed, it will be one of the most substantial bridges on the division and will be practically the last large work done in repairing the damage of the flood of March, 1913.

Supervisor Rourk has a large gang at work relaying State Street yard with 90 pound steel. This is a much needed improvement and will greatly facilitate the handling of trains through the yard.

The rebuilding of Pogue's Run sewer through Indianapolis, which was made necessary by the track elevation work in this city, is nearing completion, the contractors being several days ahead with the work. This work is on a very large scale, the Construction Co. having two steam shovels working in connection with several construction trains and several hundred laborers. The work started on the south side of the city at White River, passing just east of the Union Station and under union tracks at that point.

The sewer will parallel the Cincinnati, Hamilton & Dayton tracks for a considerable distance and will be under a large part of the elevated tracks. The work on this sewer is the preliminary work on the elevation of all railroad tracks in the city, which is expected to require five years to complete, and to cost $10,000,000.

C. G. Gardner, agent at Woods, O., to the agreeable surprise of his many friends on the division, was married on June 15th, and is now on a honeymoon trip through the east.

M. H. Cummins, passenger brakeman on Nos. 732 and 737, who was injured at Decatur, May 21st, and narrowly escaped losing his right foot, is now about on crutches with the chances in his favor of soon being fit for duty.

L. E. Earlywine, statistical clerk in the superintendent's office, has resigned to accept a position with the Central Electric Association and his resignation has caused a change in the batting order of the office force. Leslie Auman is the new man to join the force.

E. E. Townsend, the oldest passenger engineer (in point of service) on the Springfield Division, is taking a long deferred vacation, and with Mrs. Townsend is making an extended trip through the west. Elmer will visit a brother in Portland, Oregon, and the Panama Exposition before his return.



BANKERS' SPECIAL (1914) ABOUT TO LEAVE JENKINS, KY., FOR BALTIMORE

The party consisted of Ex-Senator C. W. Watson, President Wheelwright and the officers and directors of the Consolidation Coal Co. together with a number of Baltimore and New York Bankers who had inspected the mines and properties of the Elkhorn Mining Corporation in Eastern Kentucky. In the cab are Engineer H. L. Burpo and Fireman C. C. Woodson. The train was in charge of Conductor F. Rutherford



SAFETY COMMITTEEMAN "DAN" BLANKENSHIP AND THREE MEMBERS OF HIS CREW, NED LITTLE, D. J. JORDAN AND E. S. POPE

SANDY VALLEY & ELKHORN RAILWAY

Correspondent, GEORGE DIXON, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Engineer M. of W. Department
D. W. BLANKENSHIP.....Section Foreman
J. J. ROACH.....General Foreman
S. H. JOHNSON.....Engineer
E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

President Wheelwright and his party of officials and directors of the Consolidation Coal Co., including president Gray of the Western Maryland and Mr. Warfield of the Seaboard, spent several days during the early part of June inspecting mining property in the Elkhorn field of Kentucky along S. V. & E. R'y.

The news that the publication of the Magazine would be resumed with the July issue, was gladly received by everyone.

E. Kent Lawrence of the Scales and Weighing Bureau was on the line during June inspecting scales at Jenkins.

Mrs. W. P. Cain, wife of our weighmaster, is spending a few weeks with relatives in Charleston, W. Va.

A Creed

There is a destiny that makes us brothers:
None goes his way alone:
All that we send into the lives of others
Comes back into our own.

I care not what his temples or his creeds,
One thing holds firm and fast—
That into his fateful heap of days and deeds
The soul of man is cast—*Edwin Markham.*

HOTEL RITTENHOUSE

Chestnut, between 21st and 22nd Streets
PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

The Rittenhouse in Philadelphia
On the edge of Everywhere

CHARLES DUFFY, Manager

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Location unsurpassed; fifteen minutes from Baltimore & Ohio 23rd Street Terminal and very close to all high class department stores and theatres

A Magnificent Fireproof Commercial Hotel

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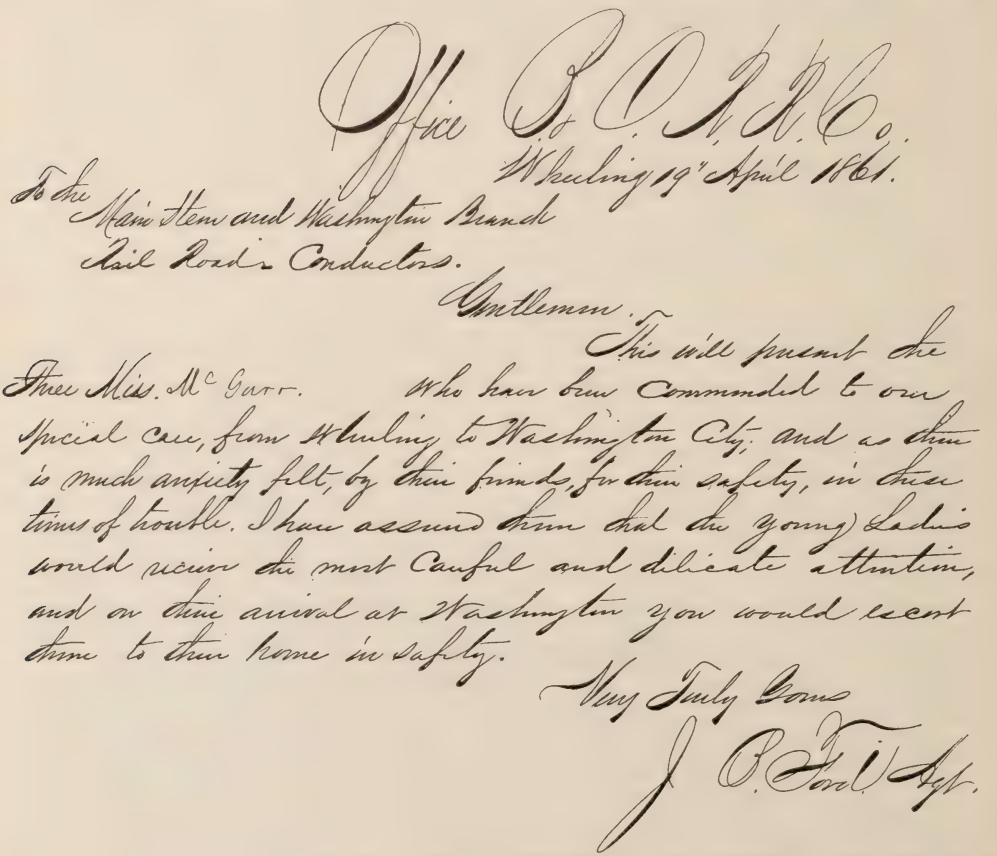
Every Room with Private Bath
$1.50 per Day and $2.00

Special Rates by Week, Month or Season

Baltimore and Ohio Courtesy During Civil War Times

THE letter which appears on this page is a facsimile of one written during the troublous days of the civil war by one of our agents to our operating men. It is interesting not only because it illustrates the fine spirit of courtesy that our train men are so well known for today, but also for the fine and polished English in which it is couched.

The three Misses McGarr mentioned in this letter were three sisters, who at the time were students at the Visitation at Wheeling. On account of the unsettled condition of national affairs and of the fact that their brother and guardian was about to cast his fortunes with the South, it was deemed advisable for these young ladies to return to their relatives in Washington. At the suggestion or



Office B. & O. R. R. Co.
Wheeling 19th April 1861.

To the Main Stem and Washington Branch
Rail Road Conductors.

Gentlemen.

This will present the Three Miss. McGarr. Who have been commended to our Special care, from Wheeling to Washington City; and as there is much anxiety felt, by their friends, for their safety, in these times of trouble. I have assured them that the young Ladies would receive the most Careful and delicate attention, and on their arrival at Washington you would escort them to their home in safety.

Very Truly Yours
J. B. Ford Agt.

request of the Sisters of the Convent, Mr. Moore, a well-known citizen of Wheeling, procured this letter, which assured the young ladies "the most careful and delicate attention" during the trip, and their safe arrival at their home. The letter was given to the young ladies to be shown by them to the conductor. The present possessor of it is the youngest and only surviving one of the trio. She has four sons, all railroad employes—E. A. Waters, agent for Baltimore & Ohio at Jenkins, Ky.; J. O. Waters, with the Baltimore & Ohio Claim Department in Baltimore; Thos. Waters, soliciting freight agent of Pennsylvania lines west at Omaha, and V. B. Waters with Big Four, auditor's office, in Cincinnati.

The Upper Berth May Soon Come Into Its Own

MANY travelers are prejudiced against upper berths in Pullman sleepers, and many of our ticket agents thoughtlessly assist in keeping alive this prejudice. This is done, to some extent, by stating to travelers to whom a lower berth cannot be assigned, 'There is nothing left but an upper,' leaving an impression in the traveler's mind that an upper berth is inferior or undesirable.

"Would it not leave a better impression, in case the passenger's wish for a lower berth cannot be complied with, to say, 'The lowers are all taken, but I can assign you a choice upper berth. The rate is twenty per cent. cheaper than the lower'? The traveler may at once see that, considering the difference in the rate, an upper berth has perhaps an advantage over the lower. Then a few words of explanation as to other advantages of the upper berth may decide the matter favorably with the prospective passenger.

"In the more recently constructed Pullman sleepers, upper berths are now furnished with protection guards, precluding the possibility of falling out of the berth. Reading lamps are also provided in uppers, as well as lowers, and the aisle lamps are under individual control, doing away with the annoyance of unnecessary light. The ventilation in upper berths is also of the best, and for that reason alone many travelers prefer them.

"As only a limited number of passengers can be accommodated in Pullman sleepers, every effort should be made to dispose of the uppers, as well as the lowers."—*Rock Island Magazine.*



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This Man



Has the Most Wonderful Memory Ever Known

HE can give the population of any place in America of over 5,000—

HE can give every important date in world-history—

HE has 300,000 Facts and Figures stored away in his brain.

William Berol is this man's name, and a few years ago his memory was distressingly poor. His amazing efficiency was developed through his own simple, practical method.

His system is being taught with great success to large classes at many educational institutions in New York City. You can learn it easily, quickly, *by mail.*

The Berol Method Will Build YOUR Memory So That It Need Never Fail

You will be able to recall Names, Faces, Dates, Telephone Numbers; his simple system will cure mind-wandering and bench concentration; you can remember facts in a book after one reading; you can recall any episode that you wish; you can become a clear thinker, and in public speaking never be at a loss for a word. Give this method a few spare minutes daily, at home, and you will be astonished.

Write to-day for full free particulars of this man's wonderful memory and our offer to YOU.

FUNK & WAGNALLS COMPANY, Dept. 404, New York

"The Blue Goose"—West Virginia's Unique Passenger Train

THE most unique passenger train in this country is operated by the Baltimore and Ohio Railroad over its lines along the Tygart's Valley and Buckhannon rivers, in southern West Virginia. The train runs on eleven distinct schedules each day except Sunday and people who live along its routes call it the "Blue Goose" train, probably because it flys about like that feathered autocrat.



THE BLUE GOOSE

The "Blue Goose" consists of Locomotive 835 and two coaches. The locomotive is decorated with numerous brass ornaments which have been added to its equipment by the crew, and to strangers in that section of West Virginia the gay little engine is a curiosity. The crew in charge of the train consists of conductor G. A. Hannon, brakeman R. Myers, baggagemaster C. G. Hoffman, engineman J. C. Bishop and fireman J. J. Madden, all of whom have been on the run for several years.

The daily mileage of the "Blue Goose" is approximately 160 miles, providing passenger service between the towns of Buckhannon, Tygart's Junction, Century, Weston, Macpelah Junction, Lemley and intermediate points.

Leaving Buckhannon at 6.30 a. m., on its first trip, the "Blue Goose" runs

as Train 202 to Tygart's Junction, arriving at 7.20 and making connection with a train on the Grafton and Belington line, which in turn connects with the main line through trains at Grafton. The "Blue Goose" leaves Tygart's at 7.45 as Train 203 for Century, arriving at 8.15 and leaving Century as Train 204 at 9.45, to return to Tygart's at 10.25. Leaving Tygart's at 10.40 as Train 205 for Weston, arriving at and leaving Macpelah as Train 14 at 12.02 and reaching Weston at 12.05 noon.

On its return journey, the "Blue Goose" leaves Weston at 2.10 p. m. as Train 11 to Macpelah, thence to Tygart's as Train 206, arriving at 3.40. From Tygart's it leaves for Buckhannon at 6 o'clock for Century and Lemley, running as Trains 208 and 210 and starting from Lemley at 8 o'clock as Train 209 for Buckhannon, reaching its final terminal at 8.45 p. m.

The Serenaders

A fiddler tried a serenade;
She didn't smile on him.
She scorned the music that he made.
Zim-zim.

A fellow with a banjo came;
The damsel didn't think
It worth emerging for his tame
Plink-plink.

The third arrival won the girl,
Although his tune was punk.
He drove up with a noisy whirl,
Honk-hunk!—*Puck.*

An ardent swain on bended knee
Before a maiden sweet and shy,
Said "Darling sweetheart, marry me,
My love for you will never die."

The maiden said "Before we join
For better or for worse,
Let me see your bank account,
I believe in Safety First."
—*Baltimore Trolley News.*



LAUGHLIN

AUTOMATIC—NON-LEAKABLE

SELF STARTING FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward or unsightly locks, extensions, or so-called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

$2.50 By Insured mail Prepaid to any address

Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

FILL OUT AND MAIL TODAY.

LAUGHLIN MFG. CO.,
7 Fine Arts Bldg., DETROIT, MICH.

GENTLEMEN—Here is $2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City..... State.....

The Rime of the Razor-Back

How Pegasus Was Prevailed Upon in Pressing Payment for a Persistently Peripatetic Porker

From "Railroad Man's Magazine"

MEMPHIS, TENNESSEE, Feb. 1.
MR. S. C. JONES, Claim Agent,
Richmond, Va.
DEAR SIR:
My razor-back strolled down your track a week
ago today,
Your 29 came down the line and snuffed his life away.
You can't blame me; the hog, you see, slipped
through a cattle gate.
So kindly pen a check for ten, the debt to liqui-
date.—M. F. JAMES.

RICHMOND, VIRGINIA, Feb. 6.
MR. M. F. JAMES, Claimant,
Memphis, Tennessee.
DEAR SIR:
Old 29 came down the line and killed your hog, we
know,
But razor-backs on railroad tracks quite often meet
with wo.
Therefore, my friend, we cannot send the check for
which you pine.
Just plant the dead. Place o'er his head, "Here
lies a foolish swine."—S. C. JONES.

MEMPHIS, TENNESSEE, Feb. 10.
MR. S. C. JONES, Claim Agent,
Richmond, Virginia.
DEAR SIR:
My claim returned by you, declined,
Shows little justice, to my mind.
'Twas not for meat I kept this pig,
But used him in my sawmill rig.
His spine was sharp; so under logs
I ran him fast with other hogs
And thus cut up each tie and beam
That otherwise would call for steam.
But now I have to spend much cash
To buy machinery and trash,
For cutting logs, which, heretofore,
Was all done by my trusty boar.
Please reconsider what you've said
And send me twenty, now, instead.—M. F. JAMES,
Claimant.

RICHMOND, VIRGINIA, Feb. 15.
MR. M. F. JAMES, Claimant.
Memphis, Tennessee.
DEAR SIR:
It's good old bucks, the clean cold cash,
You're after now to purchase hash
As the meat you planned to put in store
Completely vanished when your old boar
Met 29, the grand old train,
That softly sings a glad refrain
When worthless hogs like razor-backs
Attempt to use her well-laid tracks.

This sawmill gag is only trash,
Designed by you for ready cash.
Your scheme is good, your judgment's bad;
We're onto your curves my Memphis lad,
For you stood pat on queen and jack,
And lost your "mon" and the razor-back.
You've had your say; you've done your stunt;
Get ready and sue for your darned old runt.—S. C.
JONES, Claim Agent.

MEMPHIS, TENNESSEE, Feb. 20.
Mr. S. C. JONES, Claim Agent,
Richmond, Virginia.
DEAR SIR:
My lawyer wise will analyze
This case for me I'm sure,
And ere he's through, I say to you,
Your old pike will be poor.
You are so warped and judgment shy
That when a straight claim passes by
You cannot tell bad from the good—
And would not do it if you could.
The trial will come off at my home
And we will bump your ivory dome.
So when the case has gone to suit,
You'll lose and pay all costs to boot.

There's still a chance to stop this claim;
Send check for forty in my name.—M. F. JAMES,
Claimant.

RICHMOND, VIRGINIA, Feb. 25.
MR. M. F. JAMES, Claimant,
Memphis, Tennessee.
DEAR SIR:
I have your reply, and wonder why
You can so foolish be.
As to forget that there are yet,
In this land of the free,
Broad-minded men who scorn mere yen
The things that common clay
Pass lightly by they hold up high,
And fasten them to stay.

On evidence and common sense
Your case will soon be tried;
And when the facts pile up in stacks
We'll prove that you have lied.
Still, I believe you'd not deceive
For an unworthy cause,
And for mere pelf bemean yourself
And break the country's laws.

So to protect your self-respect,
And keep you out of jail,
I hereby state, without debate,
Facts that will make you quail.
Mr. R. R. P., of Tennessee,
Was told to scan the track,
To search the ground and look around,
But evidence bring back.

A leg he found with rope around
Tied just below the bend,
He then traced back, and by the track
He found the other end.
The engineer (and none his peer),
Was seen that very night.
He said he'd swear by his last hair
The boar was tied down tight.

I'm confident you will relent
When you have read this o'er,
As freedom's sweet, more so than meat
Carved from the youngest boar.
By return post withdraw your boast,
And claim which is no good.
Then take up law, or wood go saw,
But live as white men should.—S. C. JONES,
Claim Agent.

MEMPHIS, TENNESSEE, March 1.
MR. S. C. JONES, Claim Agent,
Richmond, Virginia.
DEAR SIR:
"Peccavi!" H-e-l-p! Enough! say I.
Oh! listen to my plaintive cry:
Won't you please let me pay you ten
And never mention this again?
I'm deacon in our church you see,
My reputation's dear to me;
And I am surely much to blame—
Please spare to me my fair good name.

Oh! please don't throw me into jail—
You mighty magnate of the rail!
And if on juries I am drawn
I'll stick by you until the dawn.
And never more will I essay
To get more than my lawful pay
For any hog that gets too gay
And roams upon your right of way.—M. F. JAMES,
Claimant.



Jean Paul Marat

The name of Marat will forever be associated with the Reign of Terror during the French Revolution. He fell at last by the hand of Charlotte Corday to avenge the loss of her lover. This period contains more of dramatic interest than any other in the world's history. It is out of this period that the Empire was born, dominated and ruled by Napoleon. It is generally conceded the best account of the French Revolution is by America's great historian, Dr. John Clark Ridpath. The story of this period should be read by every American who prizes his citizenship and loves his country. How else are we to judge of the great questions that confront our own Republic except from the lessons of the past

Six Thousand Years of History

Ridpath, the historian, takes the reader back to the very beginning of civilization and traces man's career down through the long highway of time, through the rise and fall of empires and nations. He covers every race and every nation, and holds the reader spellbound by his wonderful eloquence. Nothing more interesting or inspiring has ever been written. If you would know the history of mankind, every sacrifice for principle, every struggle for liberty, every conflict and every achievement, then embrace this opportunity to place in your home the world-famed publication-

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WE will **name** our **special low price** and **easy terms** of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. **Tear off the coupon, write** your **name** and **address** plainly and **mail.** We do not publish our special low price for the reason Dr. Ridpath's widow derives her support from the royalty on this History, and **to print our low price broadcast** would cause injury to the sale of future editions.

Mail Coupon for 46-Page FREE Booklet

We will mail you our beautiful forty-six page free booklet of specimen pages from the History without any obligation on your part to buy. Hundreds who read this have thought that sometime they would buy a History of the World and inform themselves on all the great events that have made and unmade nations. Don't you think it would be worth while to at least send the coupon and find out all about our remarkable offer?

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Ridpath's enviable position as a historian is due to his wonderfully beautiful style, a style no other historian has ever equaled. He pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability, and makes the heroes of history real living men and women, and about them he weaves the rise and fall of empires in such a fascinating style that History becomes as absorbingly interesting as the greatest of fiction.



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Please mail, free, 46-page sample booklet of Ridpath's History of the World, containing photogravures of Napoleon, Queen Elizabeth, Socrates, Cæsar and Shakespeare, diagram of Panama Canal, etc., and write me full particulars of your special offer to Baltimore & Ohio Employes Magazine readers.

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BALTIMORE & OHIO

WESTERN NEWSPAPER ASSOCIATION
CHICAGO

"Bad Cold" Chisels

A WORD about "Bad Cold" chisels. We have 'em all right; it is like the poor—(we always have them with us)—but, like the poor, it is not always their fault that they are poor, neither is it always our fault that some chisels are poor, for if you could but see how some are treated and ground, you would not be surprised that some have "BAD COLDS." The wonder is that they have not got pneumonia or tuberculosis, for most every day, we see some workman take a chisel that has become too soft, caused by grinding on a dry wheel or by grinding the chisel back so far that it actually is soft, and in place of going to the tool room for an exchange, he goes to the nearest fire (which is not allowed) and there attempts to cure the "BAD COLD" chisels by his own home remedy. But soon he finds that he must go to the physician "tool room," for by this time the "Bad Cold" has perhaps developed into a serious case. The cold may be so bad by this time that if the chisel could talk, it might have a tale to tell, for when this same piece of steel goes back to the forge department, to be redressed, it still can't talk and the blacksmith is only human anyhow. Sometimes he can readily detect that the chisel is sick (burned steel) by having too many home remedies applied. He immediately applies the only remedy left, a surgical operation, cutting off the home remedy end. Many times the blacksmith does not detect the defect of the home remedy man and the result is a defective chisel, which can be detected only by actual test, and it may be that the home remedy man will be the very one to get it back again. Then you will again hear the same old story repeated, "Bad Cold" chisels.

The Tool Room's favorite prescription for this is:

Don't grind on a dry wheel.

Don't grind an inch off the cutting end and expect the chisel to be hard. Anyway, if it is, it will be too blunt to do good work.

And lastly, don't attempt to harden and temper chisels yourself. We have a man who has been in the employ of the Company 26 years and for the past 20 years has done nothing else but harden and temper chisels and he doesn't believe he knows all about them yet. We have many varieties of chisel steel and each brand requires its own peculiar treatment. So let us get together and give the chisels proper treatment and we will soon eliminate all the "Bad Colds." —*Westinghouse Electric News.*

The Earth Compeller

THERE'S the man on the steam drill. His dentistry of the earth's crust is to be observed whenever an excavation for building foundations is torn out of the solid rock. Without his preliminary labor neither dynamite nor derricks avail. His weighted tripod is set up. The long drill rod is fixed in place. The steam is coupled on. Then begins the ceaseless *pfutt—pfutt—pfutt*—in explosive snorting. A helper, with a tin can attached to a stick, pours drink after drink into the drill hole. Unconcerned the man perches on the drill. He balances himself erect on the bucking tripod or sits gracefully on a projecting seat like the outrigger of a sailing canoe. The pulsation and din of his machine do not move him. The spurting plume of steam sometimes half conceals him; he sits reposeful but alert. Derricks carry their loads over his head. Huge bowlders and barrows full of splintered rock swing by, lurching and oscillating just above him. He does not heed them, rarely even looks up. The thunder of a blast not far away hardly makes him turn his head. The thrill and panoply of the battlefield are not for him. He makes no gallery play for the benefit of the onlookers who all day long line the brink of the yawning excavation. His attention is given to the quivering machine beneath him. Without him and his brothers the Panama Canal could never have come. Here is a hero of peace—steadfast, unassuming, and masterful.—*Collier's.*

BALTIMORE AND OHIO EMPLOYES MAGAZINE



AUGUST :: :: :: 1915

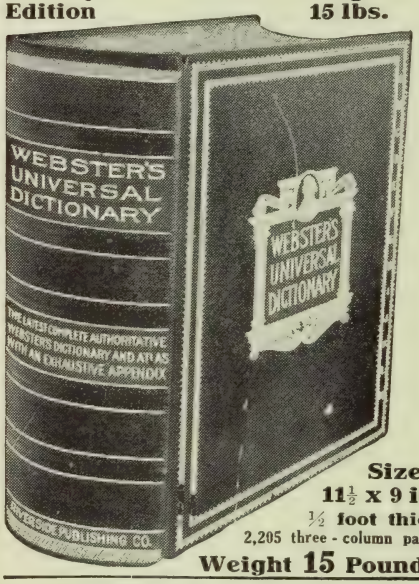
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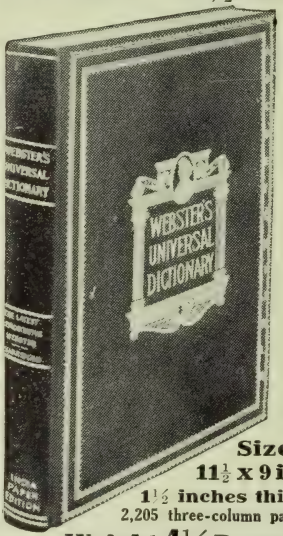
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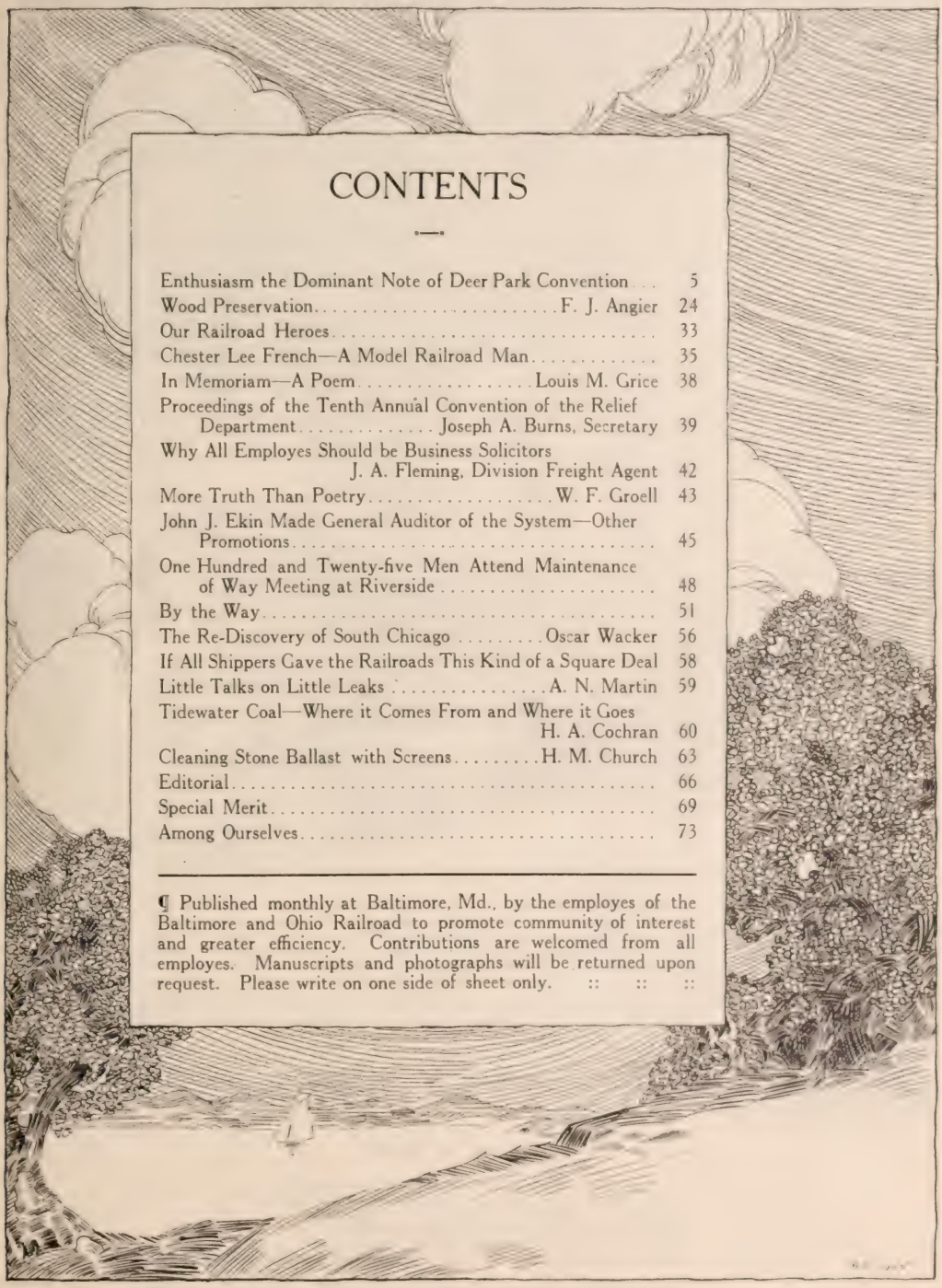
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CONTENTS

Enthusiasm the Dominant Note of Deer Park Convention . . . 5
Wood Preservation . . . . . F. J. Angier 24
Our Railroad Heroes 33
Chester Lee French—A Model Railroad Man 35
In Memoriam—A Poem . . . . . Louis M. Grice 38
Proceedings of the Tenth Annual Convention of the Relief Department . . . . . Joseph A. Burns, Secretary 39
Why All Employes Should be Business Solicitors J. A. Fleming, Division Freight Agent 42
More Truth Than Poetry . . . . . W. F. Groell 43
John J. Ekin Made General Auditor of the System—Other Promotions 45
One Hundred and Twenty-five Men Attend Maintenance of Way Meeting at Riverside 48
By the Way 51
The Re-Discovery of South Chicago . . . . . Oscar Wacker 56
If All Shippers Gave the Railroads This Kind of a Square Deal 58
Little Talks on Little Leaks . . . . . A. N. Martin 59
Tidewater Coal—Where it Comes From and Where it Goes H. A. Cochran 60
Cleaning Stone Ballast with Screens . . . . . H. M. Church 63
Editorial 66
Special Merit 69
Among Ourselves 73

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DEER PARK AT NIGHT

A vault of sombre sky where awe-struck stars
Look pale before the moon's full streaming light,
And grass-grown hills turn airy-soft beneath
The dewy touch of magic treading night;
Where perfumed breezes whisper forest lore,
And men drink deep of nature's bounteous store.

Yet who of these rich blessings could avail
Had man not seared the mountain side with rail!

Enthusiasm the Dominant Note of Deer Park Meeting

Three Hundred Operating Officials Pledge President Willard Greater Future Accomplishments

SEVERAL days after the meeting of the operating officers at Deer Park, on June 25th and 26th, one of the younger superintendent's of the Baltimore and Ohio, said to the writer:

"I have been to numerous conventions and meetings on this and other railroads and all of them seemed to me to be of great benefit to those attending and to the railroads under whose auspices they were held. But I never have attended any business meeting which impressed me so strongly with its accomplishments as that of last week at Deer Park.

"First, there was the splendid spirit which dominated the whole proceedings. You could feel it at Camden Station the night the convention special left Baltimore and it increased in pervasive strength right up to the climax on Saturday night with the rollicking entertainment given by the Glee Club. It was the spirit of youth—the spirit of gratification and appreciation for the accomplishments of the Baltimore and Ohio—the spirit of confidence in its possibilities and of determination to realize them—to make the Baltimore and Ohio the best railroad in the United States.

"Then there was the orderly and intelligent effort made to get at and solve our problems. This was illustrated by the careful preparation of most of the addresses, the originality of thought developed in them, the tendency to get down to fundamentals and specific cases, the anxiety of many of those present to ply the speakers with questions and the ability of the speakers to answer them authoritatively. The addresses were, as a whole, full of fresh material. Dry statistics were notable on account of their absence. Many more men spoke than at the meeting of 1913, and their subjects were of such variety as to prevent any suggestion of monotony, yet sufficiently applicable to all phases of operation and maintenance to have something of interest for each man.

"New faces—younger faces on the whole, perhaps, than you have seen at most similar meetings—greeted you on all sides. Several of the more notable addresses were given by men who were not with us in 1913. Much new thought was developed. New plans for economies were discussed. The eyes of many of us were opened to larger possibilities for saving of which we had only dreamed. But

there were the figures, based on experience, to prove them.

"Then, there was no cant. Of polished phrases there were few. The speakers struck out straight from the shoulder and the counter questions came back just as straight—to be parried or cleverly met and capably handled. Yet with all the direct and probing discussion, with all the possibilities for recrimination and unpleasantness that such a gathering offered, so far as I could see only the best imaginable spirit of harmony and cooperation prevailed. And that brings me to a final consideration.

"Without able leadership the finest organization in the world is liable to go on the rocks. Yes, you have been waiting for me to mention the chairman of the meeting, Mr. Thompson, and I have purposely saved him for the last because he embodied in his big, strong, genial, dynamic personality, everything that was good about the convention—and it was all good.

"If one person came to that convention in an unpleasant frame of mind—either because he had left a big accumulation of work home or because he was expected to speak or for what not—and failed to forget his troubles when the chairman opened the first session with his characteristic smile, he was certainly a chronic 'grouch.' And when I say that Mr. Thompson opened the meeting with a smile, I mean it. Perhaps he *did* say, 'the meeting will now please come to order' or something of the sort. But what we all felt most was the merry twinkle of his eyes and the cordial smile that brought the sunshine of the gorgeous June morning into the convention room as he rose from his seat to speak.

"Powerful and poiseful in physique, yet without the slightest touch of braggadocio, his was the dominating figure at every stage of the proceedings. Interspersing a well arranged program with questions and comments, pregnant with analytical and constructive reasoning, turning quick sallies of wit into purposeful conclusions of more serious meaning, adapting the material at hand to the demands of every situation, with intimate knowledge of the men who were assisting him in the meeting and a range of information on the colossal subject of railway operation that only those who best know him can appreciate, with a fine sense of appreciation for what we subordinate officers of the Baltimore & Ohio have tried to do for the property in the last four years and a seeming confidence in the future that will brook no failure, he was the ideal leader of the men there assembled.

"But why say more on this engrossing subject? Each man on his staff knows him for his geniality and kindness, admires him for his respect for authority and discipline, honors him for his ability and his well-merited success, and, by loyalty, cooperation, fair dealing, respect and intelligent hard work, is willing and anxious to march with and behind him under the able leadership of president Willard to fresh victories for the Baltimore & Ohio.

"So I reiterate that the spirit of the meeting was the spirit of its chairman, and I predict and feel confident that the results will be far reaching and gratifying to everyone sincerely interested in the future of the Baltimore & Ohio."

Such an expression of opinion from one of our younger officers is chiefly important because it truly reflects the feeling of all the men present at the convention. All told there were about 280 officials there, most of them from the operating department, but with enough from the accounting and traffic departments to make the meeting harmoniously representative of the whole property. In addition, the Baltimore & Ohio Glee Club from Baltimore, forty-five strong, was on hand to help in providing the entertainment for the occasion.

If the weather had been made to order, it could not have been finer. The sun shone brightly during the entire two days; fresh, invigorating breezes blew just strongly enough to keep the heavy foliage of trees and shrubbery in gentle motion and add zest to an early hour of golf, a bracing tramp through the pine-clad tops of the Alleghanies or an early afternoon siesta on the spacious porches of the hotel.

Bright and early Friday morning, the first day of the convention, somebody

had bulletined the fence between the side and main tracks, the operators' tower in front of the hotel and many vantage spots on the hotel buildings, with the acrostic which is reproduced on this page. It was on sheets twenty by twenty-eight inches and printed in the standard Baltimore & Ohio "Royal Blue," so that when the men came out of the sleepers and the hotel, they were faced with this characteristic challenge to cooperative effort and optimistic prophecy. A number of these posters were taken to various divisional points on the System and are undoubtedly familiar to many of our readers.

BUSINESS IS BETTER.
ARE YOU READY FOR IT?
LUBRICATE FOR A HARD RUN.
TALK PROSPERITY.
INSPIRE LOYALTY.
MANUFACTURE GOOD SERVICE.
ORIGINALITY COUNTS.
REMEMBER SAFETY.
ENCOURAGE ENTHUSIASM.

ANTICIPATE THE UNEXPECTED.
NAIL EVERY KNOCKER.
DO YOUR BEST.

OPPORTUNITY FACES US.
HARD WORK WINS.
INITIATIVE HELPS.
ON THE JOB.

The management of the hotel, under the supervision of the operating department, was well prepared to handle the crowd and fairly outdid themselves in the attractiveness of the cuisine and the general arrangements. No guests had arrived at Deer Park, the whole equipment having been reserved for the members of the Convention. The railroaders, therefore, just filled the dining room at one sitting and had the capacious main building and wings about to themselves.

A complete telegraphic outfit with operators, stenographers and messengers had been installed, enabling all present to keep in close touch with home conditions. Baltimore daily papers brought news of the outside world each morning and a good orchestra played during the noonday and evening meals. In fact everything that could promote the comfort and enjoyment of the railroaders seemed to have been provided.

The morning session of June 25th convened at 10 A. M. with Mr. Thompson in the chair. After expressing his and the regret of the meeting that president Willard had not found it possible to be present as he was in 1913, he read a long letter from him, in which he expressed great gratification over the accomplishments of the operating department and appreciation to the officials who had made them possible.

On motion of general manager Galloway, a message of appreciation and assurances of support was immediately telegraphed to Mr. Willard in New York.

After welcoming those present in behalf of the president, himself and the other operating officers, Mr. Thompson made the introductory address of the meeting. He reviewed comprehensively the problems and accomplishments of the operating department during the last five years, outlined his ideas on some of the many phases of operation

and thanked the men before him for their splendid record of achievement and the hearty support they had given him.

Toward the close of his address he referred very beautifully to the men who had been taken from us by death since the 1913 convention; to C. C. Riley, who, as general superintendent of transportation, had spoken at the meeting of 1913, and to E. N. Brown, assistant superintendent of the Ohio Division, who passed away just after his appointment as superintendent of the Illinois Division had been announced.

"Who knows," he continued, "when death may come to us. We must be prepared for it, and with this in mind we cannot afford to have other than generous and kindly thoughts for our fellow workers."

As most employes know, C. Lee French, whose obituary is in this issue of the Magazine, was making a brave struggle for life at the time of the convention. In referring to Mr. French, Mr. Thompson said, in part:

"Today there lies in the hospital at Baltimore one of our superintendents, a very able man, a man of the highest moral courage and one who has the respect and admiration of all of us and of thousands of others. Mr. Galloway just placed in my hand the following message from him.

" 'Am with you in spirit. Hope outcome meeting far exceeds any previous one. Am fighting increased train load of blood corpuscles. Think Wednesday did the work.' "

In his allusion to "Wednesday," Mr. French referred to the magnificent devotion the fifty odd employes of his division showed him when they offered themselves for the dangerous blood transfusion operation that he might live, and to the operation itself, which, by the infusion of the new blood from two of his men, gave renewed hope for his recovery at the time of the convention.

In concluding his address Mr. Thompson said:

"We are here together, there is little difference in our titles, there is no difference between us as men. And we should all of us have the same feeling of unselfishness toward each other and devotion to our mutual interests that these men had for superintendent French."

Before concluding the morning session, at the suggestion of the chairman, his staff officers stood at the entrance of the convention hall and individually and severally met all who were in attendance.

The half hour interval between the close of the morning session and the noonday meal was devoted to a renewal of old acquaintances and the introduction of the younger officials who were attending their first Baltimore & Ohio convention to the men who had been in the service for many years. Many also were observed running through the twenty-two page program which had been distributed during the morning and finding out what feast of reason had been prepared for them by the management. Others were seen looking over the notes they had taken during Mr. Thompson's address, for a pad and pencil had been placed on each chair in the assembly room for memoranda.

Dinner was served promptly at 12.30, and with some welcome improvements over the arrangements which had obtained in 1913. Artistic and attractive menu cards in color, specially printed for the occasion, greeted the guests and the dining room had been tastefully decorated with palms and cut flowers. A huge display of tempting delicacies occupied a central table, and it was flanked with bottles, the contents of which, from grape juice to ginger ale, again reminded one that this was a "new" day in railroading.

Instead of the diners being seated indiscriminately, by wise provision they were invited by various members of the operating staff to occupy seats at their respective tables. The chairman paid gracious respects to the nestors of the iron rail who were present by having at his table Messrs. J. T. Johnson, J. C. Hagerty, U. B. Williams, J. C. Spurrier and others of our officials who have given of their best to the railroad during many years of service. The dining room buzzed with friendly conversation and laughter and the delicacies provided were tempting enough to persuade to indiscretion the most confirmed dyspeptics. If there were

any of the latter present, however, they failed to make their presence known by word or deed.

At 2.00 P. M. the afternoon meeting was called to order by the chairman.

"We are now down to real business," he said, and though many of his auditors wondered what he would call his own address of the morning, if not a "business" one, they took him at his own word and greeted with applause C. C. F. Bent, vice-president of the Staten Island lines, who was announced to speak on the situation in New York, with particular reference to the arrangements being made to bring us into closer competition with other lines.

After reviewing briefly the unusually competitive conditions in New York, with five other lines getting more business out of that city than we do, the more favorable situation of these lines as regards terminals, etc., Mr. Bent, nevertheless, spoke most optimistically of our outlook there. He placed "regularity of schedule" above "shortness of schedule," and said that the lowering of the "minimum load" on cars would undoubtedly help improve the situation. He contrasted sharply the conditions in New York with those in the other important cities on the System as affecting our traffic and pleaded for special consideration to the end that our percentage of business out of the metropolis might be increased.

In his brief comment on Mr. Bent's address, the chairman made it clear that whereas formerly we were compelled to close our freight houses in New York from one and a half to two hours earlier than our competitors in order to insure our fast freights getting into western cities at the same time as those of other lines, and on this account had lost much business, we now were making such savings in the time of No. 97 that we receive freight for her as late as it is received for competing fast freights, and makes as good time to western points.

He then called on E. T. Horn, who had been making a special study of No. 97's schedule, for a further elucidation of the subject. The latter reviewed in detail



VIEW FROM DEER PARK HOTEL
Atop the Alleghanies, spanned with strong, safe bands of steel

the operation of this train from Brunswick west and made a number of suggestions in regard to switching and transfer which, he predicted, would still further shorten the running time and improve the service.

In view of the fact, the chairman continued, that No. 97 was doing as well as the fast freights of our competitors, he said that he saw no reason why the traffic department could not advertise this class of service on the Baltimore & Ohio as equal to the best.

The general superintendent of the main line district, F. E. Blaser, then asked for a few minutes for comment and added the results of his study of the situation to what had already been said. Therefore those in attendance were able at first hand to hear what the men in closest touch with this important matter of meeting our competitors' time thought about it—to view the subject at different angles.

In conclusion, Mr. Thompson urged all concerned to take a special interest in helping maintain the schedule of No. 97, so that our traffic representatives and all of us can say with conviction to shippers that our service is equal to the best. He then called on Mr. Galloway to speak on "What has been accomplished since the 1913 Meeting and Future Possibilities."

The general manager opened his address (and it is hoped to publish complete his, and several of the longer addresses in forthcoming issues) with a humorous but appreciative reference to what the men on his staff had done since the 1913 meeting. It put them all in good humor. After brief reference to the critical situation that the management faced at the beginning of the calendar year 1915, and to the deserved criticism that was being directed at us both within the railroad family and without, he mentioned and discussed several of the changes that had been made in managerial supervision, and that had produced the much better results so apparent as we were approaching the close of the first six months of 1915.

The first of these were his staff meetings, at which his men met, discussed and acted upon their problems instead of trying to solve them through the much less efficient method of letter writing. It was found that these meetings developed initiative and stimulated competition, so that what at one time was considered good, the next hour would be thought inadequate because of a better suggestion made.

The standard of operation was also established—born on the Cumberland Division—and it is capable of increasing refinement. In fact, "high spots" are being reached so often that the statistical bureau has been kept busy revising its standards.

The speaker gave his unqualified approval to the "allotment method" in making expenditures and stated that he hoped greater liberality would be possible during the coming year. Then after reviewing the more notable improvements that have been made in operation—and there were not a few—which had brought about the much better condition of the railroad, he concluded:

"No single man is responsible for that condition, but it is entirely attributable to the enthusiastic and intelligent support and cooperation of the men in this room." Mr. Galloway was roundly applauded.

"Schedule Performances and the Advantages that Follow" was the subject on which the general manager of the Baltimore & Ohio Southwestern, J. M. Davis, was asked to speak. Mr. Davis was one of the "new men" at the convention. But it was not for this reason primarily that his words were followed with such interest, but rather because, in the manner of a finished speaker, he was humorous and serious by turns, yet all the time driving home pointedly striking observations that he had made in his official position.

Disregarding the more technical aspects of his subject, Mr. Davis launched into some of the general phases of "Service," reinforcing each point made, however, with some telling illustration.

He spoke of how the percentage of on time trains had been increasing during the past few years and maintained that ninety-three per cent. was not too high to expect during the spring, summer and

autumn. He then related an experience that he had had in getting a package of freight which he had shipped from Baltimore to Cincinnati, how difficult it was for him to locate it, and he urged the superintendents in charge of large freight houses, by posting signs and information, to make it easy for the general public to get good service.

The burdens of increasing laws under which the people are suffering was then clearly brought out by quotations from an address of the Hon. Elihu Root before the American Bar Association. Mr. Davis showed how many of these laws were aimed at the railroads, but expressed confidence in the belief that the people were now beginning to see that it was wrong to stifle the prosperity of the country by unfair railroad legislation. He pleaded for a better understanding between the legislatures and commissions on the one hand and the railroads and their officers on the other, and he urged the officials present to go to see the representatives of the government to settle differences rather than to try to do this through correspondence.

As the chairman remarked when Mr. Davis had concluded, there was food for much thought in the addresses of both the general managers, and he further suggested that it would be well to take notes for review after the end of the meeting.

In introducing J. R. Kearney, Mr. Thompson referred to the big savings in per diem, the full car supply and the reduction of shippers' complaints, all of which the general superintendent of transportation had promised if the orders of his department were carried out, and then asked him to speak on "Efficiency and the Utilization of Equipment."

After thanking his auditors for the cooperation they had given his department, Mr. Kearney read some figures, compiled on the basis authorized by the Public Service Commission of New York, which showed what a fine record the Baltimore & Ohio had been making in on time passenger trains compared with other trunk line railroads. This, he contended, meant on time freight trains, and a consequent great saving in car supply.

He then touched on the increased per car mileage, inevitably leading to increased traffic. Fewer cars would be needed, he said, with a resultant freedom of movement on line, which meant good service and more business from shippers.

L.C.L. freight had shown a much greater carload, he added, meaning a saving in cars, while the loading on both coal and coke cars had also increased, even in proportion to their capacity. Further improvements along these lines could be made, he argued, if the divisional reports of cars were more complete and accurate for determining car distribution.

Other points that Mr. Kearney touched upon were the necessity for collecting demurrage and the watching of the light weighing of cars, an improvement in both of which features of transportation, he contended, would better our relations with the Interstate Commerce Commission and with our shippers.

The chairman said a word or two in appreciation of Mr. Kearney's succinct address, and then introduced one of our newer officials, Edmund Leigh, general superintendent of police, who, when he was invited to take charge of our police work, was a member of the staff of district attorney, now governor, Charles Whitman, of New York state.

Though deprecating his ability as a speaker, from the outset Mr. Leigh won the interest of his listeners by his recognition of the big railroad job before him, his breezy, forceful manner, his frank criticism and direct appeal for cooperation and his quite evident enthusiasm and determination to make his work an important factor on the railroad.

He had, he said, no knowledge of the personnel of his force when he took up our work, but rated each of his captains at 100 per cent., and then with various equitable, common sense tests, let them prove their ability to measure up to it, or fail to, and take the consequences. Always a believer in judging a man solely on results, he said that neither creed, custom nor affiliation of any sort would influence him in determining a man's ability.

He urged that divisional officials regard their territory as directly dependent

upon that of their brother officers, and that they be willing to overlook boundary lines in working through the police force for the best interests of the System as a whole. And referring to the statement that the chairman had made that the value of our property was $640,000,000, he humorously developed the idea that each of his 200 odd patrolmen had quite a job cut out for himself in guarding $3,000,000 worth.

With a fitting tribute to the employes along the line who had helped him in his work, he besought his listeners to make suggestions to and criticise his men so that the finest kind of cooperation would result and bring about a lessening of our robberies, loss, damage and claims.

"The New York police force was not made the most perfect in the world in a day," he added by way of explanation, "but only after everybody who came from all over the country to New York pounded it until it *had* to be good."

He said that his training in police work had been "no compromise—if a man was wrong, get him and put him where he had to be right," and that he intended to maintain that attitude on the railroad.

He pledged his department to uncover any unhealthy condition on the System, stating that the right spirit of sincerity and enthusiasm, cooperation and common sense could accomplish anything in a reasonable time. And with a promise that his work would grow bigger and better as opportunities came to him to improve conditions and help every department that needed his help, he closed his remarks amidst hearty applause.

Before presenting the next speaker, Mr. Thompson paid a tribute to the accounting department, which, he stated, gets up the figures showing the condition of our operations more quickly than this is done on other railroads. He also said that he had hoped to have second vice-president Shriver, as head of the accounting department, to speak at the meeting. And in regard to the necessity for this kind of cooperation throughout our whole organization he said, in part:

"Each one of us is but a part of a big machine, manufacturing ton miles and passenger miles, and unless each part fits in with the other parts, and they all work together harmoniously, we do not get the most efficient results, we do not give the best service to the public, and it is that that we are here for, after all."

He then spoke of the necessity of having certain standards of and records about operation so that we might know whether we were going ahead or back, so that the divisional official might be constantly aware of what his standard was a year ago and is now, and could, therefore, plan for an improvement. And after referring humorously to a superintendent, who, at the general manager's expense meeting of the previous day, was so impressed with the vast amount of information that had been compiled about his past, present and future (?) operations, that he ejaculated, "Gee—Mr. Galloway even knows what we had for breakfast," the chairman asked E. E. Hamilton, supervisor of operating statistics, to talk on this important subject.

This official reviewed briefly the scope of his statistical work, and brought out the fact that whereas at its inception there had been some difficulty in getting the divisional officials to understand how valuable the records of past and the potentials of future performances were, they now were clamoring for more data to help them systematize their operations and get better results. He also predicted a much larger field for the efficient application of such data, and said that though operations at one time had to be improved to meet the possible standards set, so much improvement had been shown that it had been necessary to revise the standards to catch up with the operations. Men, by nature, he maintained, like to have their records compared, to see how they stand with the other fellow, and he urged his listeners to be responsive to the specialist in whatever field be may be working, so as to be able to take advantage of the carefully thought out information he may be compiling.

In conclusion, he asked that everybody feel free to call upon his department for records of all descriptions, and said that he thought that our railroad could supply information relative to operations

in more practicable and workable shape than any other railroad. His offer of cooperation was heartily received.

There then being a few minutes left before the hour of adjournment at four o'clock, the chairman asked the general managers if they had anything to say. Both responded with some apt comments on the proceedings of the day, and then left the floor to Mr. Blaser, who told in his quiet, forceful way of the improvements in operation that had occurred on the main line district since November, 1914. He confessed that the reason for the improvement was hard to fathom, but that some particularly good performances would be noticed all over the district, that this had set the employes to thinking and striving, and that with everybody pulling together and with eyes wide open, new standards had been set that were most encouraging. He then paid high tribute to the men who had conceived, believed in and built the Magnolia Cut-off, and said that he thought that not only he but even some of the officials who had ordered the work done, were surprised beyond their highest expectations at the splendid results.

Mr. Thompson then mentioned what, in his mind, had been the five most vital points developed during the day, the ones most worth while taking home.



DURING THE MEETING, THE CHAIRMAN REITERATED MR. WILLARD'S STATEMENT THAT SAFETY IS ABOVE EVERYTHING ELSE IN THE OPERATION OF THE BALTIMORE & OHIO

FIRST.—Write fewer letters, follow up better those written and hold more conferences.

SECOND—Know the essential things in the business in which you are engaged.

THIRD—Follow your instructions carefully and transmit them clearly to your subordinates.

FOURTH—As developed in the address

about the police department, remember that there is no mystery about our work. It is all common sense.

FIFTH—Make it easier for the people who want to (*i. e.* the public), to give us their money.

He then bade his auditors to go out and seek recreation and meet the men "from whom," as he aptly put it, "you have been getting some stiff letters, and assure yourselves that they haven't horns."

Either the dinner which had been so abundantly served, or the splendid time they had had during the day at baseball, or swimming, or tramping the hills, almost incapacitated some of the members of the Glee Club, and the Friday night concert, from 7.30 to 8.30, did not do the club full justice. But the novelty of having a regularly arranged entertainment for the first time at one of the Deer Park meetings, and the evident willingness of the fellows to give of their best, together with the beautiful singing of John Wilbourn, the tenor scholarship student from the Peabody Conservatory in Baltimore, and the diversified and delightful elocution of Hobart Smock, the director of the club, smoothed off the rough edges and elicited the hearty applause of the convention members.

Programs had been prepared for the occasion and distributed, the numbers given on Friday night being viz:

Chorus of Pilgrims from "Tannhauser"..*Wagner*
A Jolly Good Song.....*William G. Hammond*
Solos—Selected.....By JOHN WILBOURN
Oh Were My Love Yon Lilac Fair
....*George B. Nevin*
Finiculi-Finicula (A Merry Heart)..*Luigi Denza*
"Stunts".....By HOBART SMOCK
Mammy's Lullaby.....*Dvorak*
Cousin Jedediah.....*H. S. Thompson*

The more serious, yet none the less entertaining part of the program, was devoted to an able presentation of the subject, "The Necessity for Capital Expenditure," by the third vice-president.

He reviewed the history of the Baltimore & Ohio for the last five years in some detail, emphasizing particularly the engineering problems that had faced the officials on the return of Mr. Willard as president in 1910. He said that for fifteen years the grades and the curves on the east end of the Cumberland Division, where the two track lines from both Chicago and Cincinnati meet, the so-called "neck of the bottle," had been the subject of repeated conferences and no less than sixteen surveys. These latter, he explained, had been made for the purpose of finding that plan which would justify in returns on the investment, the enormous amount of capital that the improvement required, and had finally brought about the present new alignment of tracks that includes the Magnolia Cut-off and that is generally considered by engineers to be the last word in railroad construction.

The history of our Company, maintained the speaker, has virtually been the history of railroad transportation, the Baltimore & Ohio having been the first railroad built to carry passengers and merchandise, the first to use inside steel flanges on the car wheels, the first to use electrical traction for freight trains, and the first to adopt the Mallet engine—among many other advanced ideas in transportation first put into operation on our lines. "And," he concluded, "I believe we are keeping up today with the latest and most scientific principles in the art of transportation." He then called on W. E. Lowes, assistant general passenger agent, for his stereopticon lecture on the "History of the Baltimore & Ohio."

In its pride in its own notable record of achievement, our Company has for many years preserved the landmarks of progress on its lines. So we find that we have the greatest collection of old engines in existence, the collection that took first prize at the St. Louis exposition in 1900, the individual exhibits of which illustrate in a thorough and interesting way, the evolution of steam motive power. Of these engines, and of the many other milestones of achievements and landmarks of history, such as old passenger coaches and the memorable places along our lines, Mr. Lowes has got together a remarkably comprehensive collection of pictures, many of them colored. And his thorough familiarity with the subject and natural ability as a lecturer, enabled him to paint realistically for his hearers

the changes and improvements which, during the short space of less than ninety years, during the life of one man, of Judge Gephart, who was present at the laying of the cornerstone of the Baltimore & Ohio, and still lives in Cumberland, have transformed a short strip of track between Baltimore and Relay into a great engine of transportation worth $640,000,000.

Mr. Lowes described the scenes along the old and the new Baltimore & Ohio, particularly in the Magnolia Cut-off region, and Mr. Thompson then gave his splendid lecture on the actual engineering and physical development of this great work. With profiles and drawings of the plans projected on the screen, and the speaker's clear and concise explanation of the original conditions, the difficulties attending the actual construction and the operations on line under construction, one could not help but absorb a vast and valuable fund of information concerning the most interesting and important part of our System.

Continuing the evening's entertainment, the next speaker, Francis L. Stuart, chief engineer, said that not only had the improvement on the Cumberland Division been so planned as to make possible a one-tenth line from Keyser to Brunswick, but also for the large amount of business that we may anticipate in the future, a line on the same basis to any point on Chesapeake Bay between Baltimore and the Potomac River. He then mentioned four things for the benefit of the engineers present, which, he said, no road in the United States had done to the same extent before, namely:

1. The construction of great benches in the rocks, for the protection of the tracks.

2. The use of a steam shovel in the heading to expedite the work.

3. The use of steel instead of wooden segments in the tunnel work.

4. The use of a travelling derrick along the wall.

And he concluded that, as the work had been completed within the estimated cost and the contractors had finished the various parts of the work within ten days of each other, we might feel that a very satisfactory job had been done.

At the opening of the second day's meeting at 9.15, Saturday, June 26th, the chairman said:

"I am very glad to announce that the Baltimore and Ohio Employes Magazine has arrived this morning, and we hope to continue the issue now without another interruption."

This remark was greeted with generous applause, while six of the members of the glee club distributed the first four hundred copies of the July issue that had been finished at that time. Mr. Thompson then added that although the amount of money expended for the Magazine was not great as compared with our other enormous expenditures in operation, maintenance, etc., nevertheless it was so considerable as to be included in the many things in which retrenchments were made during the crucial last weeks of 1914. He further explained, that the Magazine had been discontinued so that every employe might appreciate the compelling necessity for economy that faced us, and he said that he felt that this effect had been realized to a degree.

In the absence of Mr. Shriver, who Mr. Thompson had hoped would arrive on No. 3 that morning to address the meeting, a letter which had been received from him was read, viz:

June 23, 1915.

My dear Mr. Thompson:

I have your note of the 21st, and thank you very much for the kind invitation to join you at Deer Park. I would enjoy spending a couple of days on the hill, and seeing something of the members of your staff. There are several matters pending, however, which I expect to take up with the President in New York the first of the week, and the preparation these will require will prevent my absence the latter part of the week.

With renewed thanks, and wishing you a successful meeting,

Yours very truly,

(Signed) GEO. M. SHRIVER,
Second Vice-President.

Mr. A. W. Thompson,
Baltimore.

The chairman then stated that the large expenditures by the motive power department in the last five years for 568 locomotives, nearly 200 steel passenger

coaches and over 19,000 freight cars, had brought about great changes in design and construction, and he called on F. H. Clark, general superintendent of motive power, to speak on these improvements.

Mr. Clark caught the spirit of the occasion very nicely at the outset of his talk by reading a letter from one of his friends who, only a few days before, had gone from Washington to Chicago on No. 5, and who spoke in the highest terms of Baltimore & Ohio service. The speaker said that this was but one example of many such letters that are being received by our people constantly, and that as such it meant something of which we could all be proud.

He then discussed briefly the principal big jobs that the motive power department has under way, and made it quite clear that the greatest problem before it was the proper handling of the older equipment and not the designing and building of the new. The latter, he said, comes along as a matter of course and through experience, and he stated that constantly he was striving to make improvements in every new lot of cars which were being built.

"Opportunities and Possibilities in Locomotive and Car Work," by M. K. Barnum, superintendent of motive power, was then announced.

It was a big subject, pregnant with possibilities, and the members of the convention were agreed that it was admirably handled. In fact, such knowledge of the subject, such care in preparation, such clearness and conciseness of statement, such thoughtful analysis, such originality, conviction and optimism were shown by the speaker, that his address was the great surprise of the convention.

He started right by placing the largest opportunity on our railroad at the door of its employes; by stating that the railroads of this country have more good openings for men of the proper calibre than they have men to fill them; that the requirements of railroad work today demand a higher grade of preparation and knowledge then ever before, and that such individual attainment can be brought about by consistent and conscientious self-improvement and experience. And he emphasized this great subject of the "man question" with the heartening statement:

"No man who is at present in the employ of the Baltimore & Ohio Railroad need fear outside competition provided he qualifies himself for further advancement."

He then entered into an extensive discussion of economy through new shop methods, particularly through reclamation; of cleanliness on our properties and its manifest advantages; of the labor situation; and of derailments and the possibility of reducing them. To attempt to summarize his treatment of these subjects would be futile, for Mr. Barnum's remarks seemed to be a succession of pithy, thoughtful and concise statements, to which any summary would fail to do justice. He concluded with:

"I simply want to sum up by saying that both the opportunities and the possibilities on the Baltimore & Ohio seem to be unusually promising, and I feel that we are all fortunate in being in the employ of such a large, powerful and well-managed organization. I would only add that my idea of a good rule to follow, the rule that I learned early in life from my father, is: "Obey orders and always be on time."

That his listeners agreed with him that this rule *was* a valuable one to follow, and that they thought Mr. Barnum himself was a fine example of its worth, was attested by the outburst of applause which greeted him as he took his seat.

Upon inquiry from R. N. Begien, general superintendent of the Baltimore & Ohio Southwestern, Mr. Barnum then stated that under the new plan for car salvage, $20.00 net per car could be realized for the lumber alone. Heretofore this lumber had been burned. Further inquiry from Mr. Thompson developed the fact that $90.00 to $75.00 is obtained for scrap from a box car and also that in burning these cars the value of the iron is reduced from $1.25 to $1.75 per ton.

F. Kerby, supervisor of locomotive operation, then suggested to Mr. Barnum the advisability of a plan on the railroad whereby more comprehensive


MEETING OF OPERATING OFFICERS
BALTIMORE & OHIO RAILROAD
DEER PARK, MD. JUNE 25-26-1915.

training of our own men could be given. He also said that great results would accrue if our men were sent to various other lines to study new methods, etc. Mr. Barnum assented, but emphasized again the value of keeping up with new methods as introduced in the meetings of railway conventions and published in railway magazines, as he had advanced in his original address.

After a brief consideration of derailments, started by Mr. Stevens, E. M. Ray, assistant engineer at Cleveland, suggested the economy of portable saw mills for reclaiming lumber, and in the discussion which followed, in which Mr. Barnum, Mr. Syze, assistant superintendent, and Mr. Redgrave, engineer maintenance of way of the Staten Island Lines, and G. E. Wilson, supervisor of locomotive operation, had a part, it was pretty well agreed that these mills are profitable.

The chairman then computed the large saving on the whole System which would be brought about by these new economies, and congratulated Mr. Barnum on having stimulated in his address so interesting a discussion. He then introduced M. J. McCarthy, superintendent of motive power on the Baltimore & Ohio Southwestern, who spoke on "Advantages of Standard Practices in Locomotive and Car Repairs."

He said that standard practices were quite as valuable in this as in any other kind of railroad work, and he emphasized the "man standard" as being of the greatest importance. Among the more vital standards in car repairs, he mentioned the increase in output, and the decrease in cost of output and in the amount of supplies necessary to be carried. And he reiterated his belief in the value of the man standard, which, he maintained, could be brought about largely by careful supervision and accurate planning of work.

When the speaker concluded, general manager Galloway said that he had been impressed by the statement that sometimes a locomotive rated as being good for only a month's service before shopping for repairs, had been known to perform three or four months service and he asked Mr. McCarthy how he arrived at the prospective time a locomotive can give service. No direct answer being forthcoming, discussion revealed the fact that it is a very hard thing to predict this age, since it depends so largely on local conditions, such as the length of runs, kind of water used, etc., etc. The chairman then called attention to the great importance of the motive power department, which spends seventeen out of each one hundred cents earned by the Company and called on J. T. Carroll, assistant general superintendent of motive power, to talk further on this subject.

Mr. Carroll spoke of the saving, both in maintenance and operation, that had been effected by the use of the eleven electric welders we now have, especially on locomotive tubes, and hinted to the chairman that double the number of welders would double the saving. And when Mr. Thompson said that he would authorize Mr. Clark to get five more of them immediately, it caused some good natured laughter and, of course, no little satisfaction on the part of the motive power people.

Continuing, Mr. Carroll urged everybody to study our motive power carefully with the view to eliminating unnecessary parts. And he mentioned several parts of certain classes of engines which had been so standardized as to do away with a large amount of expensive stock and patterns, without decreasing the efficiency of the various classes to any degree.

After a brief discussion by Messrs. Thompson, Galloway, Carroll and Kerby, on the automatic stoker bar, the chairman summed up some of the points developed by the motive power officials:

First, he laid great stress on the value of the considerate officer, the one who treats his men courteously and well, and said that such a man was of great aid to the Company in holding satisfied and loyal employes and keeping down the number of grievances and complaints.

Secondly, he urged the officers to keep their eyes open for men on our road who are ambitious and worthy of advancement. He spoke of the recently elected mayor of Chicago, William Hale Thomp-

son, and of the newly appointed secretary of state, Robert Lansing, as men who were little known until called before the public in the great crises which they handled admirably. And he also pointed to Messrs. Barnum and Carroll as illustrations of men who saw beyond the confines of the work they first did on the railroad and by initiative and hard work reached positions of responsibility.

Finally, he said that the addresses had shown what a large amount of money could be saved in the motive power department by the stopping of leaks and urged that even greater consideration be given this subject. He also mentioned the fact (and it needed no comment) that on one of his recent inspection trips, a survey of one hundred men in two shops disclosed eighty-one "going somewhere" and only the remaining nineteen actually at work.

The maintenance of way part of the program followed with Mr. Stimson as the first speaker. Admitting how pleasant it was to work with his fellow officers, he nevertheless said that to him his job was a mighty serious proposition. And after a serio-comic attempt to overawe his audience with the comprehensiveness of his subject (Maintenance of Way; *a*—Conditions, *b*–Program, *c*—Methods), he ran rapidly through the first part of his address, mentioning miles of track in various classifications, weight of rail, kind of ballast, etc. He then showed in clear and concise manner that the maintenance per mile of track in 1915 would cost but $1012. as against $1229. in 1905, a decrease of 17.5 per cent., and this notwithstanding an increase in the cost of nearly all materials. This certainly indicated a marked increase in efficiency, especially when it is remembered that the cost of labor has become so much greater.

"The program for 1916 includes the laying of 25,000 tons of new rail, most of it for Class A territory, and the placing of 400,000 tons of ballast," he explained and then added, that it would probably surprise most of those present to know that the Cumberland Division alone each year requires 100,000 tons of new ballast.

The bridge program includes the repainting and reriveting of many of our steel bridges, and the replacement of defective parts in our wooden bridges. "Safety now as always," said the speaker, will be the first consideration.

After stating that our property is now cleaner than it has ever been before, Mr. Stimson urged constant vigilance to keep it that way.

"You cannot expect to maintain a structure that is founded on mud," he quoted, and then emphasized the importance of good drainage and told how large a part it would have in this year's program.

In discussing the third part of his subject, "Methods," Mr. Stimson mentioned:

1. The value of the standard operation, the unit of efficiency.
2. The introduction of labor saving devices, such as ditching machines, ballast screens, pneumatic tamping machines, etc.
3. The economy of having our own frog and switch shop at Martinsburg.
4. The conservation of material through the use of scrap bins, etc.
5. The training of efficient foremen and supervisors.

He concluded his remarks by saying that with the same amount of work for 1916, and no increase in appropriation, he would pledge his department to do even better work than before, and his fine strength and optimism in making this promise was heartily appreciated by his auditors.

The chairman stated that the maintenance of way department had done their full share in reducing expenses and that notwithstanding this, the main line track was in better shape than a year ago, and he congratulated Mr. Stimson on his excellent showing. He also referred to the latter's remark about his department's having been particularly careful about the appearance of our track where it can be seen from a competing line, and he urged that all employes lend their aid toward this end. He then introduced E. G. Lane, district engineer maintenance of way of the Baltimore & Ohio Southwestern, to speak on "Opportunities and Possibilities in Maintenance of Way and Structures."

Mr. Lane said that the adoption of standards had unquestionably resulted in greater efficiency, but that to insure the continual use of the standards it was necessary to follow up the men very closely because of the tendency toward lapsing back into old habits. He recommended a more careful distribution of maintenance material from the storekeeper to cover the needs of thirty day periods, the reduction in the number of supply depots, and the compiling and issuing of a standard practice code in book form, under the supervision of experts, for the maintenance of way department. In concluding he stated that above everything else we should all have a "punch" in our work.

The chairman then referred to an experience that he had had as engineer maintenance of way, in which J. A. Spielman, engineer maintenance of way of the Pittsburgh District, by a suggestion, had saved the Company considerable money, and he called upon Mr. Spielman for a short talk.

Graciously prefacing his remarks with a very funny story, the speaker mentioned several appliances of recognized standard used in the maintenance of way department that the Baltimore & Ohio first introduced. He then turned to the subject of "waste" and gave several ways in which he thought economies could be effected, forcibly illustrating his point by directing attention to the biblical parable of the loaves and the fishes, in which Christ ordered the gathering up of the fragments, that nothing be wasted. A spirited discussion then developed on the subject of labor, which was concluded by an earnest plea by Mr. Spielman that Sunday work be abolished as far as possible. His statement that it would bring better men to the Baltimore & Ohio received great applause.

Mr. Thompson added just a word on how seemingly infinitesimal savings often made a large sum in the aggregate, and adjourned the session.

A message from Mr. Willard in New York created great enthusiasm at the opening of the afternoon session. Through Mr. Thompson he greeted his fellow officers in these words:

"Your message 25th has just reached me. I also regret that I cannot be with you and other Baltimore & Ohio officers today. Appreciate very much, however, expressions contained in your message, and with the support and cooperation pledged therein, which I feel certain will be given, there ought to be no doubt concerning a satisfactory future for the Baltimore & Ohio Company."

Such words of confidence from the chief executive of the railroad should be cherished by every man in the operating department who has given of his best to the Company during the last few strenuous years. It means more than mere appreciation of past efforts and a strong hope for the future. It expresses a deep-rooted belief that our recent accomplishments are guarantees that the years to come will bring the highest achievements in the history of the Baltimore & Ohio. And as such it is a challenge to each man of us to go out and do his best.

The chairman then introduced George H. Campbell, assistant to president, as the first speaker of the afternoon session, to address the convention on "Relations with the Public."

After referring briefly to the able manner in which the convention had been handled, and, speaking of the improved passenger and freight service, and the fine and cleanly condition of the property as being due largely to the "tidy housekeeper" at its head, he dwelt upon "Waste in Operation" and the advisability of the various departments responsible getting together in harmonious conference to eliminate it.

To Mr. Willard he ascribed largely the success in securing the rate increase for the railroads in the official classification territory and congratulated the Baltimore & Ohio for having done more than its share in bringing about an improved condition in the railroad situation. After speaking of the part our several executive officers have had in this result, he mentioned the signal honor conferred only a short time previously on Mr. Thompson, when he was elected vice-president of the American Railway Association.

He emphasized our responsibility to

the public, saying that many people have a mistaken idea about the attitude of the railroads, but that in a vast majority of cases people are willing to reason sensibly on disputed matters if the facts are put before them. And he urged that all the railroad departments work so harmoniously together that we may present a united front of reason, fairness and good service to our patrons.

He then mentioned the competition we are facing—that of new railroads, and that of the motor car in both passenger and freight traffic and asked that courtesy and cooperation be used to hold our share of business now threatened by these agencies. His conclusion, that past accomplishments indicate a bright future for the Baltimore & Ohio if each one of us strives to do his work as well as the president does his, elicited hearty applause.

As representative of our important passenger business, O. P. McCarty, passenger traffic manager, then spoke. From the outset Mr. McCarty kept his audience in fine humor with sharp sallies at his associates and bright repartee. He graciously acknowledged the fine cooperation he was getting from the operating department and referred to the treatment of the passenger, while our guest, as the most important thing in holding and getting business.

He then covered as comprehensively as time allowed the subjects of new rates, competition, dining car service, general equipment, safety, the appearance of our stations, advertising, our Pullman service and relations to the Wells Fargo Express Co., the instruction of trainmen, and cooperation between departments, particularly as they affect the work in his charge.

His able presentation of the subject was commented on by the chairman, who also further explained some of the mooted questions of service and equipment which the speaker had mentioned.

In the absence of E. H. Bankard, purchasing agent, his assistant, Walter Galloway, was asked to speak on "Material Purchases and Stock."

He referred to the great reduction in the quantity of supplies on hand, caused by the business depression, and said that an effort was still being made to reduce stock in certain directions, and he asked that the officials before him remember that on account of the sudden revival in the steel trades, deliveries were unavoidably delayed. He then read tables showing the amount of purchases of materials in 1913 and 1914—a marked reduction being noticed in the latter year—as also in the unit costs. In concluding he spoke of the reduced prices being received for scrap and urged greater conservation in the use of old and greater efficiency in the use of new material.

Referring to Charles Selden, superintendent of telegraph and general superintendent of transportation, as one who had witnessed the development of the Morse telegraph system and its practical abandonment for the telephone, the chairman then introduced this gentleman as "one from whom we are always delighted to hear."

Touching briefly on the book of operating rules and the examinations given trainmen as proof of the fact that our organization is governed by necessary laws, Mr. Selden discussed in a most comprehensive and a most interesting way the growth of our telegraph and telephone system. He said that the Baltimore & Ohio was the first railroad with an operative telegraph line, the first to move trains by telephone and the first to put into operation the telephone block auxiliary in connection with manual block. And he also spoke briefly of our speed recorder operation and suggested some possible changes for its improvement.

Then, referring to what he called the "delightful entertainment of the Glee Club on the preceding evening," he asked why its members, entirely without financial compensation for their work, were able to sing so harmoniously and well—"It is because they love their work," he said, "and this it seems to me, is one of the greatest lessons we can learn. The members of the club got together," he concluded, "each unit doing its most efficient work, and they presented a body of great harmony. Let us all get together and sing the praises and facts and truths

of this dear old railroad to everybody in the United States."

It was a beautiful thought, earnestly spoken by an earnest man, who, be it said without exaggeration, counts his friends by the thousand all over our great System. And the thrill that swept over the room had deeper expression than

A series of five minute talks was then given, in which each of the men called on spoke either of his individual problems, or offered some commentary on the meeting or brought up some one of the hundreds of interesting points that had been discussed during the two days' sessions. The following spoke: Francis L.



MEMBERS OF BALTIMORE & OHIO GLEE CLUB STANDING ON THE STEPS OF THE MARY GARRETT COTTAGE, THEIR HEADQUARTERS AT THE DEER PARK MEETING

Left to right, bottom row; E. E. Johnson, R. H. Dienhart, William Zell, Edmund Leigh, President, Robert M. Van Sant, Secretary, B. H. Anderson, Treasurer, Edmund Leigh, Jr., J. E. May, J. Howard Riggan. Second row: H. A. Steinkamp, George Eichner, C. P. W. Meyerly, B. A. Lippert, Charles Perry, H. A. Sandlass, Wallace Addison. Third row: D. F. Warner, R. J. Maddy, Charles Baumgarten, John Wilbourn, C. E. Mitchell, Ambrose Hardwick, Librarian, E. J. Jones. Fourth row: C. X. Hale, Douglas Elphinstone, First Vice-President, William Ellison, W. R. Tylor, Accompanist, E. F. Pryce, E. L. McCahan. Fifth row: H. C. Michael, J. D. Wright, R. M. Hesser, H. G. Dorney, Arthur Hearn, L. E. Stille. Top row: Charles Findeisen, H. R. Dorney, L. W. Andrews, C. K. Townsend, W. J. Hubback, Dr. J. W. Jones, Hobart Smock, Director, J. F. Eareckson, Second Vice-President.

the spontaneous outburst of applause. It brought smiles to thoughtful faces, a catch to the lip, a snap to the jaw and many a silent "Mr. Selden is right—and WE WILL." When Mr. Thompson added: "It is this kind of an address which comes from the heart that does us all so much good," he was but expressing the thoughts of all his hearers.

Stuart, chief engineer; E. A. Peck, general superintendent, Pittsburgh District; R. N. Begien, general superintendent, Baltimore & Ohio Southwestern; W. H. Averell, general superintendent, Wheeling District; J. D. McCubbin, real estate agent; E. V. Baugh, superintendent dining car service; C. W. Galloway, general manager; W. G. Curren, assistant general

superintendent transportation; F. P. Patenall, signal engineer; J. R. Onderdonk, engineer of tests; and R. M. Van Sant, editor Employes Magazine.

The afternoon session was then adjourned.

The evening meeting was convened at 7.30 and the chairman introduced W. E. Lowes, assistant general passenger agent, who took his audience on a most interesting sightseeing tour (via stereopticon pictures and verbal description) of the line from New York to Pittsburgh.

He prefaced the lecture proper with some explanatory remarks on how the lecture had been used to further the interests of the railroad, mentioning particularly an evening's entertainment which the lecturer had but recently provided at the Bankers' Club of New York. All employes of the railroad who have not had the pleasure of hearing this lecture should not miss the first opportunity to do so. It takes one past busy Herald Square and other interesting places in New York, across the beautiful Hudson and on along our line through historic New Jersey, with a glimpse of the many landmarks of Philadelphia and the other principal cities on our route to Pittsburgh and Chicago. Sidelights on Revolutionary, Civil, and French and Indian war times are given, the landmarks shown in the pictures being readily accessible to our line. In fact so splendidly educational and full of interest and entertainment is the whole lecture that it is hoped that some time, in some way, it may be presented to all our employes, possibly through the Employes Magazine.

Before asking the Glee Club to close the convention with its entertainment, the chairman called on B. S. Mace, superintendent of insurance, as chairman of a committee, self constituted by the members of the convention, to express the wishes of this committee. Mr. Mace came forward, and, with a few fitting remarks, asked the president of the Glee Club to accept from him, as representing the members of the convention, a testimonial of their appreciation for the pleasure the Glee Club had given them. It was a complete surprise to the men in the club, and the president, Edmund Leigh, general superintendent of police, on taking the envelope from Mr. Mace, was quite at a loss to say the many good things he felt in accepting the unexpected and heartily appreciated tribute. But the boys in the club (ranging from seventy to seventeen in years, but all boys) showed with cheers and applause how happy they were in being thus recognized. Perhaps it is indelicate to say just what the testimonial was. But even at this risk we will give this clue:—the envelope was filled with pieces of crisp, green paper with 1's and V's and X's on them; and when they were all put together they looked like the score of the home team in a baseball game, called at the end of the third inning but with two runs in the first, and none in the second and ditto in the third. Now guess what it was!

With such an incentive, and some rearrangements to make the acoustic properties of the hall better, the boys did splendidly. The "Winter's Song" of Bullard went with a crack and a ring; "Old Black Joe" fell on sympathetic ears, grateful for the lovely old melody; "Cousin Jedediah," that perennial favorite, was enunciated with laughable emphasis and modulation; the "Lost Chord" brought forth the most sincere sentiment and feeling the singers had; and "Schneider's Band," which always makes a hit, almost created a pro-German riot until those of different persuasion in the audience were assured of the club's neutrality when the familiar and inspiring strains of "Tipperary" rang out.

John Wilbourn, tenor, made a most fitting selection in his choice of "A Perfect Day," which he sang beautifully; for surely, judged by the purposes and results of the convention, it had been a perfect day. And who can forget the inimitable Smock, the director of the club, with his song and elocution, first accompanying himself on the piano while his rich voice rolled forth in German's "Rolling down to Rio," then throwing his auditors into almost hysterical laughter with his funny stories, then giving them a touch of the sublime in such numbers as "When Melindy Sings" by Paul Lawrence Dunbar.

Perhaps the hit of the program, how-

ever, was the "Officers' Song" which had been written for the occasion. The tune was a rollicking one, which the members of the club knew thoroughly and it was of the "catchy" sort that makes one's feet tap the floor and body swing to its movement. The verses were sung in unison and the chorus by the second tenors with a rhythmic, harmonic accompaniment by the other voice parts on the word "Heigh O," a play on the word "Ohio" in the name of the Company. The audience was quick to recognize the quip in each verse and the officers about whom the verses were written took them in fine spirit and heartily enjoyed them. The song follows:

Officers' Song

(Every knock is a boost)

Here's to Willard our President,
On raising money he's quite intent,
There's very little he doesn't know,
We're mighty glad he's the boss of the show.

Chorus

Away, away, oh here they come,
Open your eyes and watch them hum,
All past records they'll put on the bum,
The men of the Baltimore—Heigh—O!

Here's to Arthur T. the Prince,
He's never handed a man a quince,
He's square and upright, good and true,
You bet we're proud of Arthur, too! Chorus.

Here's to C. C. F. the Bent,
In New York town he's pitched his tent,
In which he runs an "on time" show,
We've seen his records and so we know. Chorus.

Here's to Charlie Galloway,
The man who makes us earn our pay,
A right good fellow you can bet,
A harder worker we've never met. Chorus.

Here's to quiet J. M. D.
Who hails from Cin-Cin-naaaaa-ti,
He's going to make the "Cincy" pay,
If he has to work it night and day. Chorus.

Here's to F. L. Stuart, Chief,
Of the engineers—To our best belief
He is the guy that put the "O!"
In Magnolia—he told us so. Chorus.

Here's to handsome F. H. Clark,
Who says so little we're in the dark,
Pretty clever—he keeps his poise
And lets his engines make the noise. Chorus.

Here's to Kearney whose constant cry
Is "Build up the train load," boys,—Oh my,
If he doesn't stop the earth will quake
At the terrible burden he makes it take. Chorus.

Here's to "Judge McCubbin," J. R.
If it weren't for him we wouldn't go far,
Sh—Sh—he's got a deal on now,
To buy the earth but he won't tell how. Chorus.

Here's to "Charlie" Selden, fine,
Who usually can be found "on line,"
Poet, traveller, gentleman,—who
Knows how to boost the Glee Club, too. Chorus.

Here's to J. R. Onderdonk,
The only rhyme that will fit is "Honk"!
Watch out for him when he makes a test,
He's satisfied with "only the best." Chorus.

Here's to F. P. Pat-E-nall,
Who doesn't like that "PAT" at all.
But we assure this affable gent,
That we put it there with good intent. Chorus.

Here's to M. of W. Earl,
We've never heard him called a churl,
The last upon our list is he
But one of the best in the Company! Chorus.

Here's to every man of you
Whose heart is right, whose aim is true,
ALL TOGETHER—ON THE JOB—
We'll make our mighty railroad throb. Chorus.

* * * * * *

So, on the sound principle that "all work and no play makes Jack a dull boy," closed the operating meeting of 1915. And as the men tramped across the soft stretches of lawn to the waiting trains, with the moon seeming to shine a benediction on the efforts and thoughts and resolutions engendered by the convention, the sweet strains of the beautiful "Farewell, Farewell, My Own True Love," which floated softly through the air, embodied in a fitting finale the fine harmony which had characterized all the proceedings.

Wood Preservation

By F. J. Angier
Superintendent Timber Preservation

This article was prepared for presentation on the evening of June 26, at the meeting of Operating Officers at Deer Park, Md.

WOOD Preservation has been defined as the "art of protecting timber from deterioration by destructive agents." The more common of these are decay, insects, mechanical abrasion and fire.

When considered in its broadest aspect, however, it includes the prevention of loss from such causes as improper handling; checking and decay caused by too rapid seasoning and improper piling; and from poor judgment in using costly woods where cheaper woods would serve the same purposes equally well.

The treatment of ties by railroads is generally undertaken for two reasons; First: the serious problem of rapid and steady increase in tie expense; Second: the desire to co-operate in conserving the timber supply of the country.

On the Baltimore & Ohio, ties cost $121.00 per mile of track maintained in the year 1904. By 1912 this cost had increased seventy per cent., and in 1913 to one hundred and nine per cent. In other words, the cost of the ties in a mile of track had more than doubled in less than ten years. The amount of money involved is large, for next to fuel, ties constitute the largest single item of material cost on the railroad. The amount spent on the Baltimore & Ohio for ties in 1913 was over $2,200,000. This does not include ties for construction work, or cost of labor putting them in track.

The second reason for adopting tie treatment is distinctly creditable to railroads like the Baltimore & Ohio. In the campaign for conservation of the nation's resources, the railroads can materially assist because the cheaper, inferior and more plentiful woods, such as red oak, beech, elm, etc., can be so protected by treatment to last as long as, or longer in some locations, than the best white oak. This makes it feasible to use woods otherwise not easily marketable, and prolongs the existence of white oak timber, a species which, if there were no tie treating plants, would soon cease to exist, resulting in loss to those trades that use it.

Further, this movement which encourages the purchase of beech, maple, elm and the inferior oaks, opens up a market for such timber along the tracks of the Baltimore & Ohio, which will bring millions of dollars into circulation among persons who in turn will spend a portion of this money with this railroad for the transportation of merchandise and passengers.

The wood preserving industry in the United States has been built up largely on cross ties and other railroad material. In 1913, out of a total of approximately 150,000,000 cubic feet of wood treated, nearly eighty per cent. was railroad ties, and probably another ten per cent. other railroad material.

While nearly thirty per cent. of all cross ties used annually received a preservative treatment, less than one-half of one per cent. of the total consumption of manufactured lumber is treated. Future developments should be in the direction of more extensive treatment of all timber exposed to decay. If the cross ties and

the ten billion feet of lumber which fail from decay annually were properly treated, it would effect a saving of at least one hundred million dollars each year.

Chemical treatment of timber in this country, on what might be considered an extensive scale, was first undertaken by the Atchison, Topeka and Santa Fe Railroad in 1885. Up to that time there were only three pressure plants in existence. At the close of the year 1890 there were eight plants; in 1900, fifteen plants; in 1905, thirty-four plants; in 1910, seventy-four plants and in 1914, ninety-six plants.

The first recorded use of treated cross ties was in Maryland in 1838, and the first treating plant, which was in the form of open wooden tanks, was built in Lowell, Mass., in 1848. The preservative used at this and several of the other earlier plants was bichloride of mercury. The first permanent railroad plant using creosote was built by the Louisville and Nashville Railroad, at West Pascagoula, Miss., in 1876.

The total number of ties treated in the year 1885 was about 120,000, which was approximately one-quarter of one per cent. of the estimated number of ties used during that year by all the railroads in the United States. The number treated annually increased amazingly, and in the year 1913, 40,260,000 ties received preservative treatment, being about twenty-eight per cent. of the entire number purchased by the steam and electric railroads during that year.



GENERAL VIEW OF TIMBER TREATING PLANT AT GREEN SPRING, W. VA.

The number of ties treated in 1914 exceeded the total in 1913 by over three million. The hewed ties treated comprised about 70 per cent. of the total, or about thirty million, while approximately fourteen million were sawed. Ties of the red oak family lead in the number treated, followed by Southern yellow pine, then in order of importance come Douglas fir, Western pine, beech, gum, tamarack, maple, birch and elm.

When we consider wood preservation in its broadest aspect we include the prevention of loss by reason of using an expensive wood, or special costly sizes, where cheaper kinds would serve equally well.

W. H. Clifton, our lumber agent, in a paper read at the Railway Storekeepers' Convention, this year, brought this out very clearly. He said:

"As in other lines of industry, there are certain practices which are followed in the use of lumber in railroad shop and building work today, which have been unchanged for many years, regardless of the decrease in the supply and increase in the cost of the lumber used, or the fact that other kinds of lumber, equally well adapted to the purpose, are more easily and cheaply obtained."

After citing various incidents showing the prevalence of such practices, he concludes:

"A remedy is not hard to find or difficult to administer. Usually a little educating of the consuming forces in the possibilities of substituting, with a view of economy, brings the desired result, for the average mechanic on a railroad is not averse to saving money for the company if some one will show him how to do it and cooperate with him in accomplishing the desired result."

It would be a pleasure for me to entertain any or all of you at our timber preserving plant, at Green Spring, but for those of you who cannot come I will attempt to give a brief description of how it is operated. You all know that ties are purchased by the Purchasing Department. They are inspected by the Timber Preservation Department and put in track by the Maintenance of Way Department.

Ties for treatment are shipped direct to the treating plant, and ties to be used without treatment are distributed along the right-of-way and used in track as required.

Ties received at the treating plants are cribbed in piles seven and one for seasoning. The seasoning period varies from four to twelve months, depending on the kind of wood.

The majority of ties received at the Green Spring plant are of the red oak family, and this wood can be treated much better when seasoned a year.

After seasoning, the ties are loaded on narrow gauge cars and switched from the tie yard into the treating cylinders. The motive power is a narrow gauge steam locomotive. There are two treating cylinders at Green Spring; each is seven feet in diameter and one hundred and thirty-two feet long. They are made of three-quarter inch boiler steel, built to withstand a working pressure of 175 pounds per square inch. The doors on these cylinders weigh nearly a half ton each, and are securely fastened with thirty-six two and one-eighth inch bolts.

A charge of timber consists of fifteen trams, each tram containing about forty-five ties, and a charge about 675 ties.

The first operation in treating a charge of timber is to draw a vacuum, unless the wood is insufficiently seasoned, in which case live steam is admitted into the cylinder for a period varying from one to three or more hours. The steaming is to further season the wood, and to do this requires a temperature of 250 to 300 degrees F. at a gauge pressure of about twenty pounds.

The vacuum is to reduce the atmospheric pressure in the cylinder, thereby allowing the air in the wood cells to expand and drive out some of the moisture contained therein.

After holding the vacuum about thirty minutes, and without first destroying it, the preservative fluid is introduced by gravity from an overhead tank.

This preservative solution, consisting of a mixture of creosote, zinc-chloride and water, is first thoroughly agitated with compressed air. It is introduced through a ten inch pipe, and with such velocity that the cylinder is completely filled in ten to twelve minutes, requiring approximately 28,000 gallons.

Immediately after filling the cylinder, the connection between the tank and cylinder is closed. The wood is now completely submerged in the preservative solution.

As it would take a long time to get the absorption desired by merely allowing the wood to soak in the solution, the operation is materially hastened by forcing more solution into the cylinder and gradually raising the pressure.

In most plants this is accomplished with hydraulic pressure pumps. At Green Spring it is done with compressed air, which has a number of advantages over the pressure pumps, especially

where zinc is used as a preservative. Zinc chloride has more or less of a corrosive action on metals, and sand and cinders from the ties when carried in the preservative solution through the pumps will quickly destroy the plungers and valves.

The air is pumped into the top of a pressure tank, which is previously filled with the preservative solution and the preservatives are thus forced into the treating cylinder and into the wood under treatment. The air pressure is gradually increased until the gauge registers 175 pounds, at which point it is held for two to five hours, or until the required absorption is obtained.

After the proper amount of preservatives is forced into the wood, the surplus solution is removed, another vacuum created to hasten the drying of the timber, and the charge withdrawn.

The entire operation takes from six to ten hours, depending upon the kind and condition of the wood.

White oak is rapidly increasing in price, and within a few years will doubtless be as little used for cross ties as black walnut or other expensive woods. Chestnut and cedar are too soft for cross ties, except under comparatively light traffic. The alternative is to utilize the inferior woods, such as the red oak family, beech, elm, etc. These woods decay rapidly when in contact with the ground. Preservative treatment makes them as good as or even better than the more costly woods.

You will naturally want to know what is really saved by going to all of this expense and trouble to treat cross ties. A number of tables have been prepared, and as many different estimates made to show the enormous saving in treating timber. There are so many factors to be taken into consideration that it is difficult to show what the average saving will be on a large railroad like the Baltimore & Ohio, which has upwards of 8,000 miles of track.

I asked Mr. Emerson to present this in a concise form, and he has very kindly submitted the following, showing the total and annual cost of treated ties compared with untreated white oak ties:

	Treated. Each.	Untreated. Each.
Purchase price	$0.547	$0.717
Inspection	.015	.015
Treatment	.23	
Freight	.112	.067
Unload and pile	.02	.02
(a)	$0.924	$0.819
Truck to point of use	.01	.01
Install in track	.28	.28
Truck and burn old tie	.01	.01
Two tie plates	.24	.08**
Four spikes	.05	.05
Interest on (a) (6 mos. on untreated 12 mos. on treated)	.056	.025
(b)	$1.570	$1.274
Supervision on (b) 5½ per cent	.086	.070
	$1.656	$1.344
Credit salvage ⅓ value tie plates and spikes	.097	.043
	$1.559	$1.301

**Cost of ⅔ of two tie plates, assuming that one-third of the untreated ties are tie plated.

Annual cost per year including 6 per cent. interest with assumed life of fourteen years, treated each $0.20; of eight years, untreated each $0.24.

Annual Saving: On each treated tie over white oak untreated, $0.04.

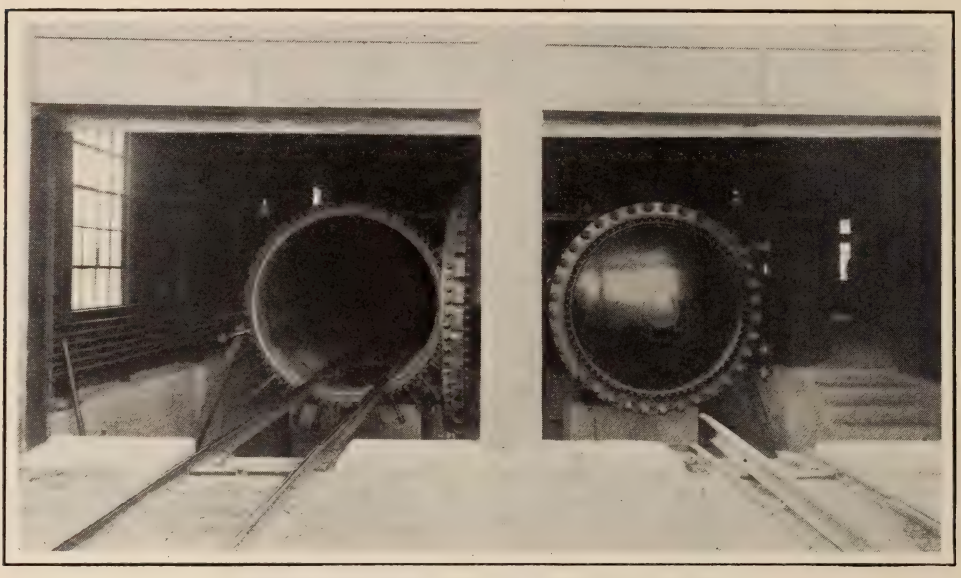
Assume the production of treated ties to continue at its present rate, viz.:

1,000,000 per annum from Green Spring.
200,000 per annum from Commercial Plants.

Total...1,200,000 per annum.

Saving the first year 1,200,000 at $0.04	$48,000
Saving the second year 1,200,000 at $0.04 continues and there are also introduced another lot of 1,200,000, the total annual saving then being at $0.04	96,000
3rd year	144,000
4th year	192,000
5th year	240,000
6th year	288,000
7th year	336,000
8th year	384,000
9th year	432,000
10th year	480,000
11th year	528,000
12th year	576,000
13th year	624,000
14th year	672,000
From 14th year on, this annual saving is continuous at	$672,000

It may interest you to know what some of the other railroads are doing in the way of timber preservation. Take for instance the Burlington Road. Their first treating plant was built in South Dakota, in the latter part of 1899, to treat ties for their lines in Western Nebraska, South Dakota and Wyoming.



RETORTS IN WHICH THE TREATMENT IS GIVEN

As the climate in those parts of the country is exceptionally dry, the Burlington decided to use the Burnettizing process, which is chloride of zinc, without the addition of creosote that we use at Green Spring. After two years this South Dakota plant was removed to Wyoming, where it has been in operation continuously ever since. Up to the close of the year 1914, approximately thirteen million ties have been treated at this plant.

In 1907-8 the Burlington built another plant at Galesburg, Ill., to treat ties for lines east, and in this plant the same process has been used that we are using at Green Spring.

The present superintendent of timber preservation of the Burlington, Mr. J. H. Waterman, who is president of the American Wood Preservers' Association, recently presented a paper to the operating officers of the Burlington association on the subject of timber preservation. In this paper Mr. Waterman has presented a few facts which will be of interest to all who are interested in timber preservation, and that ought to mean all of us. He has the following to say on the saving effected by the Burlington from treating their ties:

"I will use eight years as the life of white oak ties on the basis of $1.00 in track. The value of the tie is 12½ cents a year. I have shown to you that treated red oak ties have given us a life of twelve years, and still in the track. Using twelve years as a basis for red oak treated ties, we have made them last four years longer than white oak. A red oak treated will cost no more than a white oak untreated.

"We have added 50 per cent. to the life of the tie or to the value of the tie, and 50 per cent. to the value of 2,000,000 ties we are treating annually is a saving of $1,000,000 a year.

"No wonder the management is willing to give us most anything we want in the way of improvements at the tie plant, and I am sure that all of you gentlemen will say that it is money wisely and well spent."

In regard to the treatment of lumber Mr. Waterman says:

"I ought not to spend a moment—I do not believe I will have to—to convince every one present that all bridge lumber, car flooring, car sills, in fact all lumber we treat should be framed or cut to length before treatment. The car sills and car flooring, which we now treat, are so handled, but the bridge lumber comes to

us and we treat it and it goes out on the road and is framed where it is used. This is wrong from every standpoint.

"Some have an idea that the treatment penetrates the stick through and through. It does not. If our timber were framed before it was treated, all the parts which need the treatment the most would be thoroughly impregnated and we would get better results. When it is framed after treatment the most thoroughly saturated parts are cut away."

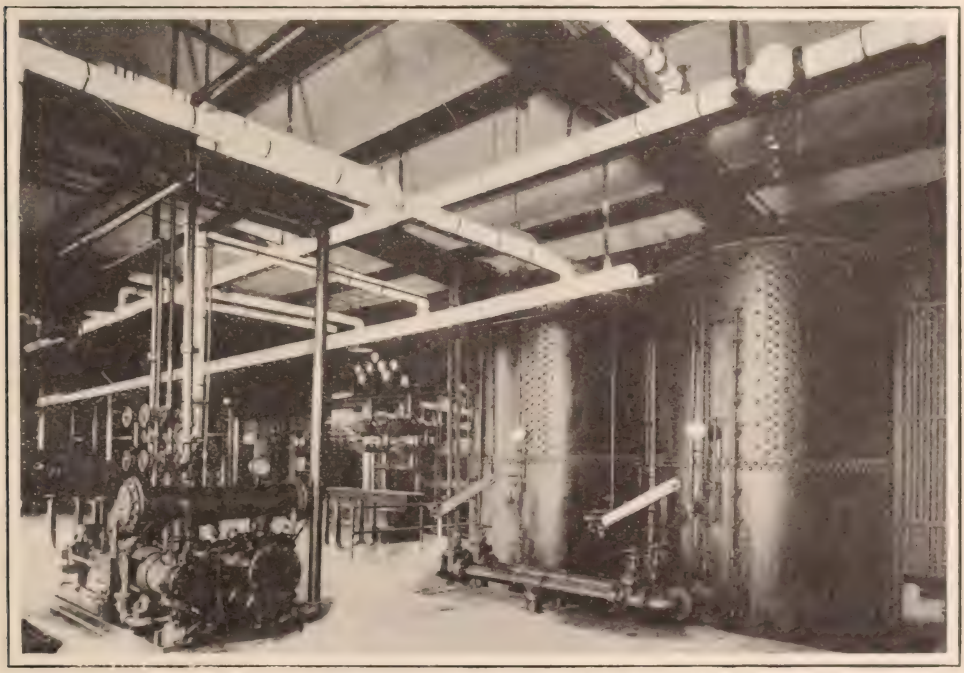
What Mr. Waterman says is only too true. If all could practice this it would be the means of saving thousands of dollars wasted annually in loss of preservatives. Take piling as an illustration. In marine work that portion of the pile which is below the mud line need not be treated. It will last practically forever untreated, yet in many cases more than half the piling is below the mud line. All of this waste, or nearly all of it, can be saved by proper treatment.

In 1914 there were ninety-six treating plants in the United States. Of this number sixty-five were commercial plants and thirty-one owned and operated by railroads. It is estimated that approximately ninety per cent. of all treated material is used by the railroads, yet the railroads own but one-third of the plants.

Why don't the railroads build their own plants? It stands to reason that a railroad can treat timber at its own plant at less expense than it can purchase the same material from a commercial plant. This question is partially answered by the fact that it requires so long a time to get net returns from treated material. The average railroad manager wants immediate returns on any investment he may make.

A plant costing $150,000 and operated at a capacity of one million ties annually, expends for labor and material approximately a quarter of a million dollars a year. Say this plant is treating cross ties, and the average life of our untreated tie is eight years. There will then be no direct returns on the investment for eight years, and in that time $2,150,000 will have been expended. In the meantime the manager who refuses to authorize the expenditure has gone to other fields of endeavor.

Now there is another manager, broad-minded and far-sighted, who wishes to



INTERIOR VIEW SHOWING CONTROLLING MECHANISM

pave the way for a more economical future administration, and to cooperate in the movement to conserve the rapidly diminishing timber supply of the country. He authorizes the building of a modern timber treating plant. The cost of the plant is $150,000. In eight years he has expended over two million dollars. What has he to show for it?



LOADING TIES ON TRAMS PREPARATORY TO TREATING

He has nearly doubled the life of every tie treated. He has added six years to ties that formerly lasted eight years and are now lasting fourteen years. He has made it possible to use the cheaper and inferior woods instead of the more expensive woods that are rapidly rising in price and as rapidly disappearing forever.

He has not only done this, but he has actually saved four cents per tie per year for every tie treated.

The Baltimore & Ohio uses more than two million ties annually for renewals.

It would not be proper to treat all of our ties because many are destroyed by mechanical abrasion, and for some years to come more or less white oak, cedar and chestnut ties will be purchased, which we use untreated. Say we estimate that the number of treated ties that could be used to advantage on the Baltimore & Ohio is 1,700,000 a year. If the saving on this number is placed at the lowest estimate, viz.: four cents per tie, the total net saving would be $68,000 for the first year, increasing a like amount each year until all ties put in track are treated ties.

As there are approximately 25,000,000 ties in track, and if we estimate 21,000,000 are treated, the net annual saving would be $840,000.

There has actually been treated and placed in the Baltimore & Ohio tracks during the fiscal years of 1909-1914, a total of 847,369 treated ties. This is about three and one-half per cent. of all ties in track.

In addition to ties, other classes of timber are being treated with profit.

In 1914 over two and one-half million lineal feet of poles were treated in the United States. More poles are treated by brushing or dipping the butts than are reported by wood preserving plants. At treating plants creosote oil was used, the absorption being about eleven pounds per cubic foot. Yellow pine comprised ninety per cent. of the poles treated, followed by Western red cedar and Douglas fir.

Untreated poles last about ten years; if treated, at least twenty years. The life of cross arms can be increased proportionately.

The total quantity of piling treated in 1914 is the greatest yet recorded by the industry; over eight million cubic feet. The lengths of piles varied from twenty-five to 120 feet. Yellow pine and Douglas fir were mostly treated, although progress has also been made in the quantity of oak impregnated with oils.

Untreated piles fail from decay and attack by marine borers in two to four years. Creosoted piles resist the teredo and decay for twenty to thirty years.

Four billion fence posts are in use, of which 500,000,000 fail each year from decay. If treated they would last twenty five years and probably give better and more economical service than concrete or any other substitute.

cluding crude oil, paving oil, refined coal tar, and oils reported as carbolineum.

Approximately 135,000,000 ties are purchased annually by railroads, and although much progress has been made in tie treatment to date, but 44,000,000 were treated in 1914, showing clearly that many more ties can be treated to advantage.

The average life of untreated ties in the United States is reported to be seven years. This includes all kinds of wood, long lived as well as short lived, and also takes into consideration climatic conditions in every section of the country. Treated ties under the same conditions will last twelve to twenty years. If all were treated, three to twenty cents per tie per year would be saved, or in dollars and cents the saving would be from four to twenty-seven million dollars annually.

Of the various forms of structural timber, cross ties are most subject to



LOADING PLATFORM AT THE TIMBER TREATING PLANT

Over 39,000,000 ties were treated by creosote or zinc chloride in 1914, approximately one-half of the total being reported under each class.

Zinc-creosote emulsion was used for treating nearly two million cross ties, and over two million were impregnated with miscellaneous preservatives, in-

severe mechanical wear, and the loss from this cause is estimated at fifteen per cent. of the total number of ties annually destroyed.

Approximately seventy-five per cent. of all ties purchased are hewed. The claim is made that hewed ties are more durable than sawed ties because they

shed water better. Weiss says: "Nothing is known by the United States Forest Service to substantiate this impression." Even if untreated hewed ties should be more durable than sawed ties, this advantage disappears when the ties are treated. There are many serious objections to the use of hewed ties, and these will increase in direct proportion to the number of ties treated with preservatives. Chief among the objections are: first, unequal bearing afforded tie plates and rails; second, lack of uniform volume; and, third, unnecessary waste of valuable material.

Of the 3,000,000 poles consumed annually in the United States, over two-thirds are cedar and about one-seventh chestnut. Hence over eighty per cent. are cut from only two kinds of wood.

If the preservative treatment of poles were more generally practiced, a much larger variety of woods could be drawn upon, since they possess all the required properties save durability. Such woods as the pines, spruces and firs are admirably adapted for poles.

The Timber Preservation Department, organized about two years ago to operate the timber treating plant at Green Spring, has recently had its scope extended.

To centralize the tie business this department has been instructed not only to treat ties but also inspect them before purchase and when proper methods have been devised it will also distribute the ties in accordance with orders from the Maintenance of Way Department.

As a further safeguard to insure the full life of ties after they are put in track this department will have inspectors travel over the road to note the condition of the ties taken out of track and determine whether or not they have been removed before their full life has been attained.



This paper has been written on the topic of Wood Preservation in general with special consideration to its relation with the tie problem. As this meeting is largely for the purpose of encouraging cooperation, it seems the opportune time to mention the fact that the chemical treatment of ties alone is not enough to give the tie economy we all realize is needed.

Cooperation on the part of the different departments involved is what is needed. For example:

It is essential that the Purchasing Department so negotiate with tie producers that the latter will get out sound, full-size, well-manufactured ties. To cut and haul ties that ought to be rejected is a loss all around.

Next, the Timber Preservation Department has the responsibility of inspecting and treating, and will distribute all ties used. It sees that no material is accepted that does not completely meet Baltimore & Ohio specifications. No treatment can make an undersized tied larger, or preserve a decayed tie. This department also is responsible for the proper seasoning of timber as well as the chemical treatment which will extend the life of timber so treated to the greatest extent commensurate with mechanical abrasion. We realize the loss from excessive checking and the necessity for the most thorough treatment for the class of timber involved.

The Maintenance of Way Department assists in the prompt loading of all right-of-way ties and is responsible for their use before they deteriorate. Finally it has the responsibility for getting the maximum number of years use out of each tie received.

Each of these three departments is, then, a link in a great economic chain, and the effectiveness with which each works will influence the net results.

Let us all, therefore, cooperate to the end that we may secure for the Baltimore & Ohio Railroad the desired maximum tie economy.



Our Railroad Heroes

Now that we've scattered the flowers of May
Over the graves of the blue and gray—
Over the graves where the women weep,
Over the mounds where the heroes sleep—
Ah! let us turn to the graves of those
Who have lived and died where the traffic flows.

Are they not heroes? They who have died
Under their engines, buried beside
Throttle and brake where they lately stood
Thoughtful of naught save their passengers' good!
Life below duty they placed and chose
To die as they lived; where the traffic flows.

We would not take from the soldier's grave
Even the humblest bloom, nor save
One word from the tribute that is his right
For his valiant deeds midst the stirring fight.
All honor his due! But—forget not those
Who have lived and died where the traffic flows.

No martial strains their battles inspire;
The pound and hiss of the great steel flyer
Speeding along through the dreary night,
While the hours drag in their leaden flight,
Is the only song the trainman knows
Who fights and dies where the traffic flows.

When the moon's cold rays grow dim and pale
And the lightning leaps o'er the glistening rail;
When the sharp sleet furrows each eager face,
As o'er the mountains and hills they race;
Ah! dreary indeed are the battles of those
Who have served and died where the traffic flows.

Poets of chivalry's knights may sing,
Their fancy to brilliant heights take wing,
But we shall strive in our feeble way
To tell of the heroism night and day
Of the valorous Knights of Work, of those
Who have gone to death where the traffic flows.

—Baltimore & Ohio Employe.





CHESTER LEE FRENCH

BORN DECEMBER 27, 1866 DIED JULY 17, 1915

Chester Lee French—A Model Railroad Man

Remarkable Tribute of Friends, Neighbors and Fellow Employes to his Illustrious Life

CHESTER LEE FRENCH, superintendent of the Cumberland Division of the Baltimore and Ohio Railroad, who had been suffering from a disease of the blood, and who three times submitted to transfusion of blood from relatives and from railroad employes who volunteered their assistance freely, died Saturday midnight, July 17th, at Atlantic City, N. J., where he had been taken after treatment at the Church Home and Infirmary in Baltimore.

Mr. French became quite ill some months ago and it was at once recognized that his case was a serious one. He was examined by Cumberland physicians and sent to Baltimore for treatment, and after three blood transfusions he apparently began to gain in health, and was taken to Atlantic City, general manager Charles W. Galloway's private car being placed at his disposal for that purpose. For several days he had been walking about Atlantic City, but he took a turn for the worse and died very suddenly.

Mrs. French, formerly Miss Chrissie Myers, and their only daughter, Miss Ruth, were with Mr. French when he died.

The late superintendent was forty-eight years old last December, and was a son of the late captain Robert French, a former superintendent of the Baltimore and Ohio Railroad at Cumberland.

Mr. French entered the service of the Baltimore and Ohio on October 15th, 1880, at the Cumberland freight sheds, and his attention to duty and his genial disposition were responsible for his steady rise in the service of the railroad. On October 1st, 1883, he was made a messenger in the train dispatcher's office at Cumberland, and the following October he was promoted to operator at the same place. On June 10th, 1886, he became a train dispatcher, and his record with the Company from that time on was as follows: June 1, 1899, chief train dispatcher at Cumberland; August 1st, 1902, assistant trainmaster at Cumberland; February 1st, 1904, trainmaster at Cumberland; April 1st, 1910, superintendent of the Connellsville Division with headquarters at Connellsville, Pa.; September 15th, 1913, assistant general superintendent of the Pittsburgh district. On January 1st, 1915, Mr. French was made superintendent of the Cumberland Division, the largest and heaviest division of the System, and considered one of the hardest operating divisions of any road in the United States, owing to its density of traffic.

When word of the death of superintendent French was received at the Cumberland office, members of his staff informally assembled at the superintendent's office and sent the following message to Mrs. French, on general manager Galloway's private car at Baltimore: "The employes and staff extend to you and yours our sincere regret and heartfelt sympathy in your hour of bereavement." The staff officers and heads of the various departments of the Cumberland Division went to Hancock to meet the funeral party and accompanied the remains to Cumberland. When train No. 1, to which the private car carrying the funeral party was at-

tached, arrived in Cumberland, the entire staff and several hundred employes met the train and stood with bowed uncovered heads while the remains of their late superintendent were removed from the train to the hearse.

The entire staff and employes of the Cumberland Division deeply regret the death of their superintendent, who had endeared himself to them during the years he had worked with and among them. Every man on the division knew superintendent French personally, and he knew nearly all his men by their first names. This personal interest in his fellow workers made all of them his good friends and inspired in them a higher degree of loyalty to the railroad and to the Company officers—the loyalty for which Baltimore and Ohio men are noted.

The employes of the road in his charge he always met as man to man, and although in charge of the entire division and responsible for its success, he was not above accepting helpful suggestions from the employes or consulting them—his staff especially—on matters of interest to the road. Superintendent French was always the same with his men whether in the midst of hard work or, when work was over, on pleasure bent.

He was a railroader in every sense of the word, a railroad official with confidence in his fellow men; a man who always wished to give every employe credit for his service to the road, and believed it was well to tell a man personally when a service had been well performed. He was always modest in accepting credit for good performance of work, saying that it could not have been accomplished without the cooperation of his staff and the division employes. But those who served under Mr. French feel that his good generalship was, in large measure, responsible for the success attained.

The leading editorials in both morning and evening papers of July 19th, in Cumberland, were fitting tributes to this remarkable man, whose sterling character served to impress so strongly all who knew him. One of the editorials said, in part:

"Few leaders hold such a place in the affections of those under them as did Chester Lee French, late superintendent of the Cumberland Division of the Baltimore and Ohio Railroad. Esteem and loyalty are generally founded upon respect, and this latter quality Mr. French commanded by his high character, thorough manliness and expert knowledge of the great business to which he devoted his talents. The officials and men under him had implicit confidence in his good judgment and absolute fairness. Some measure of their regard for their chief was shown when any number were willing to give up their blood to help save his life.

"Mr. French was one who took a keen interest in the community outside of railroading. He was cosmopolitan. As a director in the Y. M. C. A. he kept in close touch with the needs of the young people of Cumberland, and showed as much sympathetic understanding of this latter problem as in those of railway management."

Surely of Mr. French it could not be said that he was not without honor in his own country.

The funeral was held on the afternoon of July 21st, with service in Emmanuel Episcopal Church, and interment in Rose Hill cemetery, Cumberland, and the large number of men who had come in contact with him in their everyday affairs, and who were present to honor his memory, was, as Rev. William Cleveland Hicks stated in his address, more eloquent praise of the man than anything he could say. Almost fifteen hundred men marched in the procession that accompanied the remains to their last resting place.

A delegation of Master Masons, headed by Worshipful Master William A. Huster, accompanied the remains from the French home to Emmanuel Church, where the body reposed in state and where many took a last look at their friend. There his staff and the men who worked under him marched in columns of fours, 954 men, and this number was later augmented by the honorary pallbearers and other railroad men. Ohr Lodge, No. 131, A. F. and A. M., with Antioch Commandery, No. 6, Knights Templar,

as escort, almost 250 men, and the Central Y. M. C. A. directors, the members of the S. T. Little Jewelry Co., of which he was a director, and the many citizens who followed the remains to the cemetery augmented the number of men to almost 1500. At the grave there were at least 2,500 persons—men and women, old and young—who stood with uncovered or bowed heads while the beautiful Masonic funeral service was read and the last rites of the Episcopal Church performed by the rector.



A PART OF THE PROCESSION OF EMPLOYES, FOUR ABREAST, WHO WALKED TO THE CHURCH AND THE CEMETERY.

Special trains from points on the Cumberland Division, east and west, brought men to attend the funeral, and by order of the management of the railroad, work in all departments was stopped for the afternoon, except such as had to be done, and at the hour of the funeral—four o'clock—all work was suspended for a few minutes. Never in the history of Cumberland has such a tribute been paid to one of its citizens.

Although it is not customary to deliver funeral sermons in the Episcopal Church, the officiating rector did the unusual and spoke on the life of Mr. French, using as his text "Be thou faithful unto death, and I will give you a crown of life." He paid a beautiful tribute to Mr. French and the life he had lived as a man, obedient to honor and duty.

Among the many tributes of esteem sent in the way of flowers were beautiful floral designs from president Willard, third vice-president Thompson and many other officials of the road, from all the railroad orders, from the men in the different departments of the railroad, and from the staff, operators and trainmen to the trackmen and repair hands.

The honorary pallbearers were as follows:

A. W. Thompson, third vice-president; C. W. Galloway, general manager; J. R. Kearney, general superintendent of transportation; F. E. Blaser, E. A. Peck, W. H. Averell, general superintendents; E. Stimson, engineer maintenance of way; J. B. Myers, J. A. Spielmann, district engineers maintenance of way; G. A. Schmoll, district superintendent motive power; G. A. Gill, general master mechanic; C. W. Egan, general claim agent; J. H. Baumgartner, publicity agent; superintendents, P. C. Allen, M. H. Cahill, J. M. Scott, O. L. Eaton, C. M. Gorsuch, J. W. Kelly, Jr., J. F. Keegan, O. H. Hobbs, H. B. Green, J. H. Jackson, W. T. Lechlider; assistant superintendents, J. P. Kavanagh, S. A. Jordan, S. T. Cantrell, William Trapnell, D. F. Stevens, S. C.

Wolfersberger, former superintendent J. E. Spurrier and J. H. Tonge, superintendent C. V. Railway.

A special letter was addressed to the men who went to Baltimore to offer their blood to help save Mr. French's life by the Cumberland committee, consisting of J. W. Deneen, E. P. Welshonce, P. Petri, T. R. Stewart, C. M. Gearhart and G. A. McGinn.

The letter follows:

"We feel that you, on receipt of the sad news of the death of our superintendent, C. L. French, at Atlantic City, July 17th, 1915, as well as ourselves, were deeply grieved—you more especially, after the personal effort you had made to prolong and possibly save his life.

"While to you it may seem that your efforts were futile, you did all any man could do for another, and in behalf of the members of the staff of the Cumberland Division, we use this means of expressing to you our appreciation of the noble sacrifices which meant so much to him, and desire to thank you for them."

The Cumberland Division committee was particularly anxious that a complete and fitting account of the passing of Mr. French appear in the Magazine of the railroad he served so faithfully and loved so well, and asked that the following be included as especially representative of their own feeling toward their late superintendent and friend:

"Not dead, but again promoted.
He hath entered the order above;
And there 'neath the smiles of the Master.
He will finish his labor of love."

IN MEMORIAM

When Flora's garlands decked July,
Our friend, our chief, bade us good-bye;
If men would emulate his life
The world would know far less of strife;
Ah! may a wealth of roses bloom,
And shed their fragrance o'er his tomb.

When from the city stretching wide,
Along Atlantic's billowy tide,
We heard that Death, the reaper, came
Our loved and honored chief to claim,
Our souls with sad emotion filled,—
Our hearts with grief were seared and chilled.

His winged soul is soaring free;
O grave, where is thy victory?
Although thy shadow tears may bring,
Peace comes, O Death, where is thy sting?
Beyond this vale of blinding tears
The deathless light of joy appears.

His cortege comes; on every cheek
Hot tears our stricken hearts bespeak;
Brave men pay tribute at his grave,
Who gave their blood his life to save;
To us his sojourn here was brief,
O, rest in peace, beloved chief!

Rest, brother, in that place so still,—
Fair city of the dead, Rose Hill;
May light celestial illume
The peaceful confines of thy tomb:
Farewell, till once again we meet
Where souls in ecstasy shall greet.

INSCRIBED TO THE LATE CHESTER LEE FRENCH

BY LOUIS M. GRICE

Proceedings of the Tenth Annual Convention of the Relief Department, Held at Cleveland, June 24-25, 1915

By Joseph A. Burns, Secretary

THE Tenth Annual Convention of the Relief Department was held at the Gillsy House, Cleveland, on June 24th and 25th.

The convention was called to order at 10.05 a. m., June 24th, 1915, by G. G. James, delegate from the Philadelphia Division, who was chairman of the 1914 convention, and temporary chairman of this convention.

Temporary chairman James appointed the following to act until the time all delegates were properly seated and in a position to ballot on election of officers:

Jos. A. Burns, delegate from Baltimore Division, was the temporary secretary.

The committee on credentials was, viz.: J. P. Harris, Pittsburgh Division; J. H. Coulbourn, Philadelphia Division; C. A. Richardson, Pittsburgh Division.

Of the 102 delegates elected from all divisions, 101 presented proper credentials, and were seated.

The following were present:

NEW YORK DIVISION No. 1.

J. P. Ryan, J. F. Bradley, A. C. Holtz, E. B. Conner, W. W. Goodfellow, T. V. Normoyle,

PHILADELPHIA DIVISION No. 2.

Z. T. Green, G. G. James, J. H. Coulburn, J. N. Thinnes, C. A. Ramsey, J. A. Knight.

BALTIMORE DIVISION No. 3.

W. D. Lenderking, J. L. Hoffman, J. A. Burns, E. J. Stephens, D. May, L. L. Lapp.

CUMBERLAND DIVISION No. 4.

A. Erdman, J. H. Dunk, P. H. Groscup, W. H. Shaw, H. A. Hook, J. H. Krause.

MONONGAH DIVISION No. 5.

R. T. Brooks, F. W. Tutt, W. H. Shafferman, J. F. Tierney, M. Stevers, I. A. Atkins.

WHEELING DIVISION No. 6.

G. O. Dean, F. F. Frazee, G. C. Shepherd, E. J. Kemple, C. E. Taylor, J. J. Mulkern.

OHIO RIVER DIVISION No. 7.

B. A. Betz, H. F. Guinn, J. S. Echols, N. H. Bennett, C. B. M. Long, C. B. Clouse.

CLEVELAND DIVISION No. 8.

M. A. Walus, J. E. Gibson, F. C. Baumgarner, C. W. Millard, J. Weins, R. W. Bair.

NEWARK DIVISION No. 9.

T. J. Andrews, W. H. Smith, S. H. Blowers, A. B. Holmes, K. W. Geidenberger, C. R. McNealy.

CONNELLSVILLE DIVISION No. 10.

B. E. Miller, C. E. Whittaker, W. H. Metzgar, B. S. Rush, D. Malone, R. Zearfoss.

PITTSBURGH DIVISION No. 11.

C. C. Ainsworth, W. M. Baker, W. B. Hyde (absent), J. P. Harris, C. A. Richardson, J. P. Dorsey.

NEW CASTLE DIVISION No. 12.

R. G. Goff, G. H. Hammer, C. N. Sturdevant, N. L. Rees, G. T. Wooley, H. D. Horner.

CHICAGO DIVISION No. 13.

E. E. Hunsicker, D. B. Taylor, J. S. Cusick, E. R. Milburn, C. L. Woodcox, J. E. Bienke.

OHIO DIVISION No. 14.

Grant Moore, T. D. Fallon, F. S. Bean, M. D. Carothers, Wm. Gickler, W. W. Woodward.

INDIANA DIVISION No. 15.

C. B. Spillman, W. C. May, G. Hurdle, L. F. Roller, B. S. Jelleff, G. H. Moore.

ILLINOIS DIVISION No. 16.

L. Smiley, J. R. Minter, E. F. Sheets, R. C. Heur, J. Herman, J. W. Davis.

CHICAGO TERMINAL CO. No. 17.

Wm. Hogan, H. E. Hansen, F. N. Hickok, J. O'Callahan, O. J. Lozo, H. Loveridge.

Roll call showed 101 present; one absent.

F. W. Tutt, J. F. Bradley and C. E. Taylor were appointed temporary tellers.

The temporary chairman declared that nominations were open for chairman of the 1915 convention.

J. H. Dunk, Cumberland Division, nominated H. A. Hook of same division, and J. H. Coulburn, Philadelphia Division, nominated G. G. James of same division.

Of the 94 ballots cast in this election, Mr. James received 55 and Mr. Hook 39, and the former was thereby elected to serve as chairman during the 1915 convention.

The chairman then appointed the following tellers to serve throughout the convention: F. W. Tutt, Monongah Division; J. F. Bradley, New York Division; C. E. Taylor, Wheeling Division.

C. A. Richardson of the Pittsburgh Division nominated H. A. Hook, Cumberland Division, for vice-chairman. As there were no other nominations for vice-chairman, the acting secretary was instructed to cast the ballot, and Mr. Hook was declared elected vice-chairman.

The chairman announced that the next in order, would be the election of a secretary.

J. W. Davis, Illinois Division, nominated L. Smiley of that division; W. H. Shaw, Cumberland Division, nominated A. Erdman of the same division, and J. S. Cusick, Chicago Division, nominated J. A. Burns, Baltimore Division.

The balloting resulted in the election of J. A. Burns on the second ballot, he receiving the majority of the votes cast.

Mr. Richardson of the Pittsburgh Division nominated L. Smiley of the Illinois Division for assistant secretary, and suggested that the election of this gentleman be by acclamation. As there were no other nominations for assistant secretary, the secretary was instructed to cast the ballot, and Mr. Smiley was declared elected.

Mr. James, the chairman, appointed G. H. Hammer, delegate from the New Castle Division, to act as sergeant-at-arms during the convention.

In accordance with the rules of the convention, which were the same as in previous years, the chairman declared that nominations would be heard for election of a member of the operating committee to serve for a term of three years to succeed J. S. Cusick, whose term was to expire June 30, 1915.

The following delegates were nominated: J. L. Hoffman, Baltimore Division; C. A. Richardson, Pittsburgh Division; F. F. Frazee, Wheeling Division; J. S. Cusick, Chicago Division; I. A. Aikins, Monongah Division; S. H. Blowers, Newark Division; R. G. Goff, New Castle Division.

At 12.25 motion was made, seconded, and carried, to adjourn to meet again the same afternoon at two o'clock.

The convention reassembled on June 24th at 2.00 p. m., and was called to order by chairman James. Roll call showed 100 present.

The chairman instructed the tellers to distribute ballots among the delegates, so that election of member of operating committee could take place.

F. F. Frazee receiving the majority of votes cast on the third ballot, was declared elected to serve as a member of the operating committee of the Baltimore & Ohio Relief Department for three years, vice J. S. Cusick, whose term as a member of the operating committee expires.

Nominations were then opened for election of a member to serve on the advisory committee from the conducting transportation department, for a term of three years, vice F. F. Frazee, whose term had expired.

The following delegates were nominated: J. F. Tierney, Monongah Division; Grant Moore, Ohio Division; C. C. Ainsworth, Pittsburgh Division; B. S. Rush, Connellsville Division; N. H. Bennett, Ohio River Division; D. May, Baltimore Division; J. S. Cusick, Chicago Division; Wm. Gickler, Ohio Division; R. W. Bair, Cleveland Division.

On the 5th ballot, Grant Moore, engineer, on the Ohio Division, and delegate from that division, was elected to serve as a member of the advisory committee, in the conducting transportation department, for a term of three years, vice F. F. Frazee.

At 3.30 p. m. motion was made to adjourn until the morning of the 25th, but

the chairman explained to the men that he could see no reason for such action at that time, and requested the gentleman making said motion to withdraw it. This was done.

The chairman told the men that in order to expedite matters it would be best to go ahead with the next order of business, which was nomination and election of two members of the advisory committee from the motive power department to serve for the next three years.

The following delegates were nominated: E. F. Sheets, Illinois Division; W. D. Lenderking, Baltimore Division; C. A. Ramsey, Philadelphia Division; H. Loveridge, Baltimore & Ohio Terminal Division; C. B. Clouse, Ohio River Division; F. W. Tutt, Monongah Division.

As the last delegate nominated was a teller, the chairman promptly appointed G. C. Shepherd, delegate from the Wheeling Division, to take Mr. Tutt's place during the motive power election.

At. 4.10 p. m., it was regularly moved, seconded, and carried that the convention adjourn until 9 a. m. of the next day —June 25th.

The third session of the convention was called to order at 9.00 a. m., on June 25th. The roll call showed 101 delegates present.

The tellers were instructed to distribute ballots among the delegates in order that election of members to the advisory committee from the motive power department could be carried on.

As Mr. Lenderking received 60 votes, and Mr. Loveridge, 52, the chairman declared Mr. Lenderking elected to succeed himself, while Mr. Loveridge was declared elected to succeed S. F. Stater, whose term had expired. The terms of the two gentlemen elected are for three years each.

The chairman declared that he was ready to receive nominations for the advisory committee election, the candidates to be selected from maintenance of way department employes, and the successful candidate elected, to serve as member of the advisory committee from the maintenance of way department for a term of three years.

The following were nominated: M. D. Carothers, Ohio Division; S. H. Blowers, Newark Division; B. A. Betz, Ohio River Division; R. T. Brooks, Monongah Division.

As Mr. Brooks received the majority of votes cast, chairman James declared him elected as a member of the advisory committee from the maintenance of way department to serve the next three years.

Inasmuch as all of the official business had been transacted, and as the balance of the day would have to be spent in Cleveland, it was the suggestion of some of the delegates that the members of the operating and advisory committees inform the convention of their work during the past year.

To this suggestion, Mr. Green, the senior member of the operating committee, who was a delegate to the convention from the Philadelphia Division, responded with a short talk on the general work of the operating committee. J. S. Cusick, the retiring member of the operating committee, then informed the men of the services he had rendered while a member of the operating committee, not only for the last year, but for the last two terms—six years—that he had served upon that committee.

When Mr. Cusick had completed his talk, after an outburst of cheers from the delegates present, it was regularly moved, seconded and carried that the convention give Mr. Cusick a rising vote of thanks for his services.

J. T. Andrews, member of operating committee, and delegate to the convention from the Newark Division, then, with the approval of the delegates present, read a number of resolutions that he had drafted, to be presented to the operating committee. Motion was made, seconded, and carried that the resolutions offered by Mr. Andrews be accepted by the convention, and that he do all in his power to have them passed by the operating committee.

C. A. Richardson then made a short speech on the benefits of the Relief Department, in which he stated that too much praise could not be given the officials of the department for the work that had been done for the employes of the Company who have been members during its existence

Motion was made by W. D. Lenderking, delegate from the Baltimore Division, properly seconded, and carried, that the delegates give a rising vote of thanks to the officers of the convention for their work during the sessions, as well as to the management of the hotel for treatment received, at the hotel, and for the use of the convention room.

It was then regularly moved, seconded, and carried, that the 1915 convention adjourn.

Why All Employes Should be Business Solicitors

By J. A. Fleming
Freight Agent, Connellsville, Pa.

IF the question "How many solicitors does the Baltimore & Ohio Railroad employ?" were asked our employes, the answer in most instances would be, "I cannot answer as I do not know how many men they employ in this line of work." The correct answer would be, "It depends upon the number of men employed by the Baltimore & Ohio Railroad." For every employe should consider himself a solicitor for business.

Did you ever stop to think how much business you could secure for the railroad that gives you employment? You have friends who would gladly route their business via our line if personally requested by you to do so. They may not have had any good reason in the past for not favoring our line with the business, and they have not done so merely through chance and indifference on your part.

The solicitation of freight should not be left entirely to the agents or to the men employed for this line of the work, but all employes should take an active part and do all they can to secure new business. This surely means increased revenue and increased revenue means better conditions for all.

Several months ago we organized a committee of employes to take up this line of work with the view to securing additional business for our line. We did not find it a very hard matter and met with encouragement from all sides. The result has been that our revenue has been greatly increased and we expect to make still additional gains. This committee was started with James Wardley, W. E. Niland, F. W. Cockrell, enginemen, and J. A. Fleming, agent. After working a short time it was decided that our superintendent would be of great assistance to us in this work. We enlisted his support and found him ready and willing to assist. He has been of great value to us in our campaign. Our next step was to secure the assistance of our master mechanic. We found him just as ready and willing to assist us as our superintendent. If two busy men like the superintendent and master mechanic can lay aside their work and take the time to assist us, I do not see that the rest of us can have a very good excuse for not helping in this good work.

In our city the merchants have an organization which meets twice each month. This organization has extended to our committee an invitation to attend their meetings. We have our representatives attend and we find that this is the means of bringing the merchants and business men and the Baltimore & Ohio Railroad in closer relationship with each other. On July 8th, our superintendent and master mechanic were there and the talks given by them will assist us greatly in our work.

We feel that this work should be taken up at all points, especially where considerable money is paid out to the wage earners, and where we have competing lines to work against. If your line is paying out more money to the wage earners than is paid out by competing lines, you should bring this pressure to bear on your business men to show them why your line should be patronized. You should also show them that your train service is just as good, if not better, than your competitors. If your service is not all it should be, every effort should be made to improve it. This is one of the very good reasons why you should have your superintendent, trainmaster, master mechanic, yardmaster and other local officials in with you, for they are the people who can improve the service.

In Connellsville, we have all of the terminal officials working with us in this movement and helping us give prompt service at all times. Service is what you have to sell to the merchants, the same as the merchant has goods to sell to you. If your service isn't A1, apply the above remedy and then go after the business. We believe it is yours for the asking. The train service given by our line at this point is splendid and the switching service after arrival at terminals is good, too. This is due to the hearty cooperation by the division and terminal officials. As the late Lee French (who was assistant general superintendent at Pittsburgh at the time), said, several months ago, at a Safety First rally held in Connellsville, "We believe we are working for the best railroad in the United States and every effort should be put forth to keep it the best."



More Truth Than Poetry

A Bachelor's Vindication from Dishonor

By W. F. Groell

You call me an inert weakling and coward,
And in spite of your insult I offer no plea;
For I haven't the courage to go into combat
That lasts till the dawning of eternity.

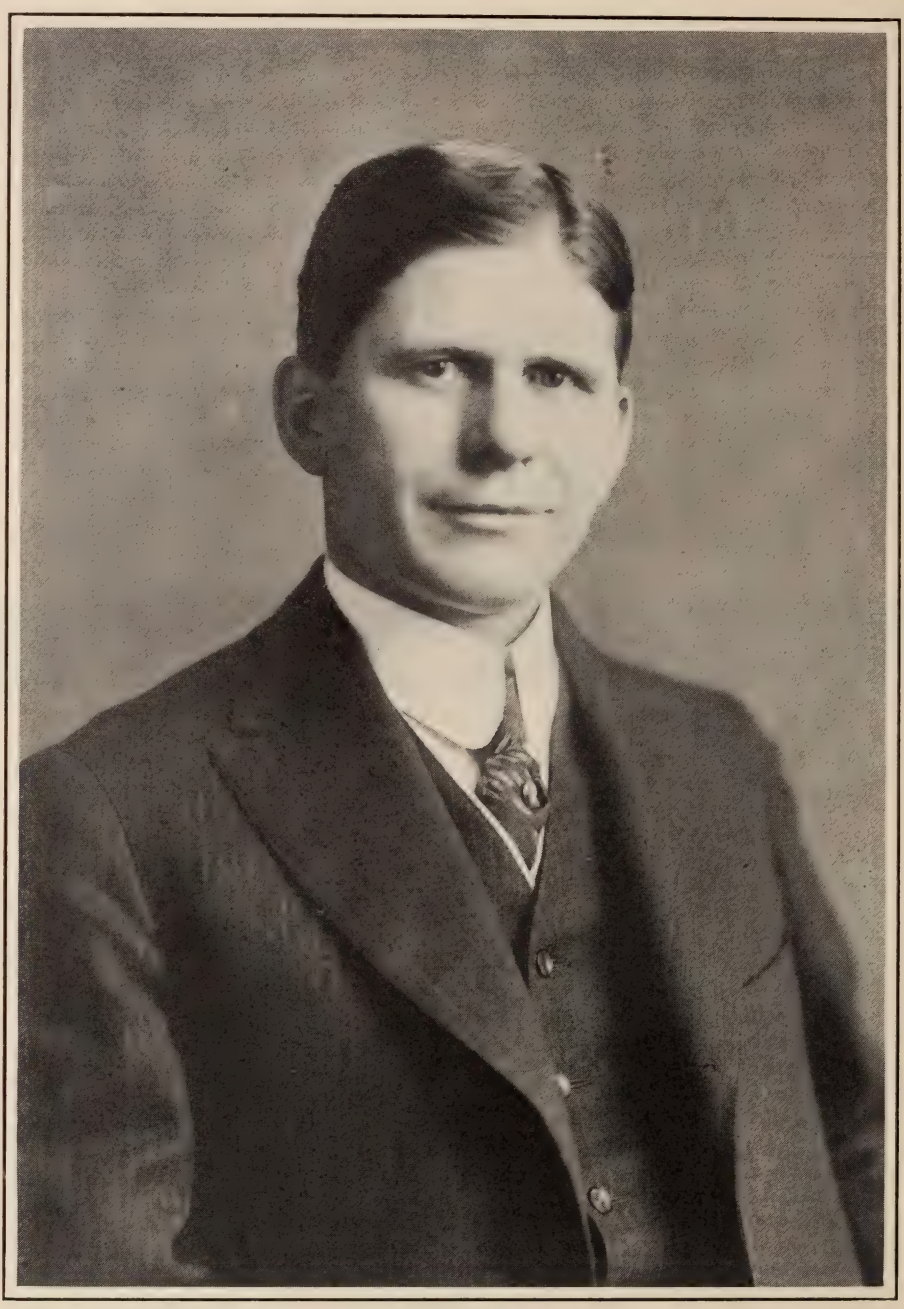
I'm cursed with a mind that is narrow and selfish,
For my freedom's a jewel I prize very high;
Yet the benedict often must view my position
With a good bit of envious green in his eye.

You say I am dead to all sense of emotion;
For generality, yes, and individuals, too.
Young Cupid's best jewels are guarded by sphinxes.
Chaperons are a curse both on Gentile and Jew.

I am dubbed an old hardened and cynical sorehead,
A "Grumpy" and proud pessimistic young cad.
Am I worse than a sycophant sleek mollycoddle,
Who dances attendance on every new fad?

In the gray, dusty archives of human existence
A precept is born out of flesh-and-blood lives,
And benedicts often dare give it expression:
"There are millions of women but precious few wives."





JOHN J. EKIN
Auditor, The Baltimore & Ohio Railroad

John J. Ekin Made General Auditor of the System—Other Promotions

FOLLOWING the announcement of the maintenance of a five per cent. dividend at the meeting of the board of directors of the Baltimore & Ohio Railroad, held in New York, Thursday, July 8, the appointment of John J. Ekin, general accountant, as general auditor of the entire System, was also confirmed. This promotion fills the vacancy made by the elevation of J. T. Leary to the comptrollership of the road in February of last year.

Mr. Ekin has had wide and varied experience in railroading. Starting at the very bottom as a warehouse clerk twenty years ago on the old Pittsburgh and Western, now part of the Baltimore & Ohio lines, he entered upon a schooling of freight accountancy that laid the foundation of his successful rise in the accounting department, which ably fits him for the responsible position of general auditor.

The new official was born in Whitestown, Pa., June 8, 1873, and at the age of twenty-two entered railroad employ. Following several years' experience in the yard and freight offices at Ellwood City, Pa., he was transferred to the auditor's office of the Pittsburgh & Western, at Pittsburgh, August 11, 1896. On February 1, 1901, he was made general bookkeeper, being advanced to chief clerk to the auditor July 1, 1901.

In March, 1902, Mr. Ekin was first established at the headquarters of the Baltimore & Ohio, in Baltimore, as bookkeeper and general clerk in the office of the auditor of subsidiary lines, and was promoted to chief clerk in the same department in January, 1904. Retaining this post for four years, he next became auditor, superintendent of the relief department and secretary to the board of managers of the Washington Terminal Company.

At the time the Government instituted the railroad valuation campaign, Mr. Ekin was appointed secretary of the valuation committee of the Baltimore & Ohio, and on December 1, 1913, was given the important charge of general accountant of the same Company.

It seemed appropriate that on the afternoon following Mr. Ekin's promotion, he should have been introduced to all of the clerks in his department—especially appropriate because he is a man who believes that no official can be successful in his work unless he has the confidence and the cooperation of his subordinates. It is quite certain, too, that none of those who had the pleasure of meeting him, feeling the firm grip of his hand and enjoying his cordial smile, can fail to feel that they have in him not only a fair and square supervising officer but also a good friend.

One of the younger men in the service (not in the accounting department) heard of Mr. Ekin's new position and wanted to meet and congratulate him on it. He asked one of his acquaintances in the Baltimore & Ohio building where the office of the new general auditor was, and his informant, after telling him, added:

"Why, don't you know him? I thought everybody here did. You must go up and meet him—he'll be glad to see you, and you, him. Mr. Ekin is the same to everybody."

So the inquirer found after a few minutes chat with this gentleman of genial personality.

There's a reason for a man just turned forty-two coming up through the service gradually and steadily, to the responsible position of general auditor. And you don't have to talk long with Mr. Ekin before you discover it.



WALTER DAWSON OWENS

WALTER DAWSON OWENS, recently appointed secretary of the Valuation Committee, in addition to his duties as chief clerk to the comptroller, was born in Baltimore, Md., on June 10th, 1876, and entered the service of the Baltimore & Ohio in June, 1892, in the office of the auditor of revenue. In April, 1894, he was transferred to the office of the comptroller and has served continuously in that office to the present time, having been made secretary in March, 1900, and chief clerk in December, 1904. Mr. Owens was educated in the public schools of Baltimore and while secretary to the comptroller entered the University of Maryland Law School, from which he was graduated in 1903 as prize and honor man. In 1902 he was admitted to the Bar of the Court of Appeals of Maryland, and the Supreme Bench of Baltimore, after having passed the State Bar examination with high honor and a year before completing his course at the University. He has never practiced his profession, is unmarried and lives in Baltimore.

THE Baltimore & Ohio railroad announced important changes and promotions in the traffic department, effective July 1, with the appointment of R. A. Ebe as general live stock agent, succeeding the late Ben Wilson; W. J. O'Toole, as assistant to general live stock agent; F. Fowler, as assistant to general freight agent, all with their headquarters at Baltimore, and H. H. Marsh, division freight agent at Parkersburg, W. Va.

Prior to these announcements Mr. Ebe was assistant general live stock agent at Pittsburgh. This office is now abolished and all matters pertaining to the shipment of live stock will be under the jurisdiction of the general live stock agent at Baltimore.

Richard A. Ebe was born in Columbus, Ohio, January 12, 1867, and entered



R. A. EBE



F. FOWLER

Baltimore & Ohio service in 1883 as a messenger boy. During the next ten years he filled various positions in the freight department and in 1894 he was made assistant agent, being advanced to assistant general live stock agent at Pittsburgh September 1, 1901.

Mr. O'Toole is of the younger generation of railroad officials, being but thirty-three years old, and has won his latest promotion after seventeen years' service with the Baltimore & Ohio. Born in Baltimore, he started his railroad career as a messenger boy in the general freight department of the Baltimore & Ohio, May 1, 1898. In 1903 he became secretary to the industrial agent and the following year was made secretary to the general live stock agent, which post he has occupied since.

Mr. Fowler, the new assistant to general freight agent Lewis, is a native of Hagerstown, Md., where he was born December 18, 1848. He is a graduate of Princeton and for some time was engaged in the grain and flour commission business in Baltimore. On April 15, 1879, he took up railroad work as a clerk in the accounting department of the Baltimore & Ohio, at Baltimore, later being transferred to the freight claim department. He was made traveling freight agent July 1, 1881, and in 1899 was promoted to division freight agent at Parkersburg, W. Va. Mr. Fowler has been with the Baltimore & Ohio Railroad for thirty-six years.

Mr. Marsh, who succeeds Mr. Fowler at Parkersburg, has been in railway service since 1886, when at the age of seventeen he started as a clerk in the auditor's office of the Scioto Valley Railway at Columbus, Ohio. Later, he was connected with the transportation department of the Pennsylvania Railroad and in November, 1890, first became identified with the Baltimore & Ohio in the freight office at Pittsburgh. From September, 1896, to June, 1897, Mr. Marsh was traveling freight agent for the Northern Pacific Railway and from 1897 to April 1, 1898, held a similar position with the Baltimore & Ohio, being advanced to commercial freight agent at Wheeling on that date.



H. H. MARSH

One Hundred and Twenty-five Men Attend Maintenance of Way Meeting at Riverside

ON THURSDAY, July 22nd, 125 men left Camden Station to attend the Maintenance of Way meeting at Riverside. Formality was cast aside and the true spirit of good fellowship prevailed. It was a typical Baltimore and Ohio employes' gathering.

The meeting was called to order by Mr. Church, division engineer, who presided. During the course of his talk, Mr. Church said he was much gratified at the way the men on the old main line took hold of the situation and at the progress that has been made in line, surface and ballast program. He then touched upon the subject of drainage, and expressed his belief that we would be in shape to go through the winter without much trouble. Continuing, he said, "The vital thing we are interested in now is the tie situation, requiring that these renewals be made during the shortened working season." He then gave a brief outline of the work in this connection. Here he read a report of the different sections on the number of ties put in per man from June 25th to July 19th, and told the men that they would receive a report at the end of the month of their standing and rating. He then urged them to be very careful of the distribution and to see that the charges for all classes of work are properly made. Going further, Mr. Church took up the question of crossings and road-crossmen, and impressed upon his hearers their duty to see that the crossmen gave the proper service which is expected of them. He then took up the question of trespassers, and told of the employes' duty to help to abolish this most dangerous practice—trespassing. He requested the men to submit a report at intervals of the number of persons they had spoken to in this regard. Continuing, he touched upon the Safety work, urging the men to be especially careful in the handling of and caring for tools.

Mr. Cahill, the superintendent of the Baltimore Division, was then introduced. He told the men that, being the son of a section foreman, he had more than a common interest in them and their work, and believed he knew them thoroughly. He explained to them the importance of their work by describing a trip he might take with the president on a tour of inspection, and told of his feeling of pride and gratification when the president was unable to find any defects, and his embarrassment when the opposite occurred. Concluding, he said he wanted to know all the men well enough to be able to call them by their names, and was ready and willing to do anything in his power for them, personally.

Mr. Andrews, assistant to engineer maintenance of way, was the next speaker. He explained to the men the meaning of the apparent mysterious phrase "scientific method," and told them it was nothing more than good, sound, common sense. He told the men of the chances that each one had to "go up." He outlined the manner in which the higher officers obtained their positions and summed up their success to be due to efficient work, above reproach, and satisfactory to their supervisors. In conclusion, he said every man could look for advancement in the future, provided he made himself capable of it.

Mr. Meyers, district engineer maintenance of way, then addressed the men, and told of the importance of getting a dollar's worth of work for every dollar expended. He explained to them the

manner in which they spent the Company's money, although they did not handle it directly. He said it was every man's duty to do this out of a spirit of loyalty to the Company.

Mr. Kavanagh, assistant superintendent, was the next speaker. He expressed his belief in the value of the meetings, and said that the men would do the right thing if they only knew what it was, and that often they were not acquainted with what was expected of them. He said ninety-five per cent. of men want to do the right thing, if they only knew what the right thing is. Continuing, he said, "One of the greatest things that ever happened was the Baltimore and Ohio." An outburst of enthusiasm greeted this statement. He then told the men of the importance of being economical.

At this point a delightful luncheon was served by the Ladies' Auxiliary of the Y. M. C. A.

After luncheon the meeting was continued. Foreman George K. Johnson gave an interesting and helpful talk on Safety, which follows:

Gentlemen:

"This wonderful theme of 'Safety' has been discussed and applied to such extent, that it has become a matter of deep concern to arrive at some new, novel or applicable idea relative to 'Safety' that will be of interest to the men.

"Our president, Mr. Willard, when asked for the first principle in railroading, answered 'Safety First.'

"If any man in this audience should ask me the origin of 'Safety First,' I would say—'it begins in the home.'

"You show me the man, whether young or old, married or single (with some exceptions, of course) that loves his home, that shares his earnings with his home folks, that allows no wolf to howl at the door, that prepares and helps to keep home in order, and I'll show you a man that is an advocate of Safety First. The man who loves his home environments so well as this, will soon be seen to carry this principle with him during his working hours.

"As a proof, I take you with me to the home of a Baltimore and Ohio conductor that I know well. You enter the house, you first see Safety embedded in that home—not so much in glaring signs or pictures, but because everything is clean and inviting. There is no room for dirt or vermin. The wife and children are properly fed and clothed. A peep into the pantry will satisfy any doubts as to food supply, and the appearance of the family in public declares that comfort is their safeguard. The same conductor on his train is the same conductor in the home. Rules are followed strictly. A word to the engineman and the train is off.

"Does the Baltimore and Ohio Company need such obedient, careful and positive employes? Yes! and no matter who, what or when, this Company has room in her ranks for such manhood.

"A brakeman stated to me recently that he 'would not' (with profane emphasis) work in the maintenance of way department because of small pay and laborious work. His words were, 'I am looking for the money but not the result, and that keeps me on this train.' With regret let us add as a chapter of that young life that he is hurrying a 'Christian Mother' to a premature grave through his carelessness and vice.

"The principle, 'Safety First,' is a home-like saying and applies directly to you and me; and is so much akin to love that I feel for the time being that it should read 'Safety Begins at Home.'

"We love to tell abroad that Safety is on the move with our home Company.

"A recent walk over a section on another railroad proved to me that Safety was not a paramount issue, at least with some of their employes. I discovered a 'piped' rail, the outside spikes of which had backed out, the rail being almost an inch from support by spikes, for a length of over a rail. I reported the condition to the crossing watchman with a request that he report it to his foreman. He answered, 'That is not my business; he has a trackwalker; let him be on his job.'

"Draw your conclusions from this. After reporting a cracked arch on another railway to the proper individual, I was rewarded with many thanks and goodwill.

"Our officials who have appeared at this

meeting today represent the theoretical side and we employes represent the practical side of railroading.

"It has been a pleasure to me as well as profitable to get an insight into the workings of our offices. Our officials invite us to have this active interest in this Company's affairs (in a common sense way), and I find that I am among men of high ideals—men who do things—men who get results.

"This Company is represented today by the 'theoretical and practical,' and by blending these forces harmoniously we will have a union for 'Safety First,' for which we pray God speed."

Others who gave short addresses were: Superintendent A. G. Zepp; foremen Hoffman, Porter, Rainy, Domicke, Hartley, Arrington, Crown, Beall, Scott, Hinke, Cooper, Eaden, Sigofoose, Baruhom, French, Harris, Farlon, Halton, Strive and Flannigan; section foreman T. L. Scrupp, and mason foreman Bawstead.

The splendid feeling which suggests spirit and loyalty was prevalent. The meeting left nothing to be desired, and surely would prompt one to exclaim "A new era is opening for the Baltimore and Ohio."

MY GUIDE

TO RESPECT my country, my profession, and myself. To be honest and fair with my fellow-men, as I expect them to be honest and square with me. To be a loyal citizen of the United States of America. To speak of it with praise and act always as a trustworthy custodian of its good name. To be a man whose name carries weight wherever it goes.

¶ To base my expectations of reward on a solid foundation of service rendered. To be willing to pay the price of success in honest effort. To look upon my work as an opportunity to be seized with joy and made the most of, and not as painful drudgery to be reluctantly endured.

¶ To remember that success lies within myself—my own brain, my own ambition, my own courage and determination. To expect difficulties and force my way through them. To turn hard experience into capital for future use.

¶ To believe in my proposition, heart and soul. To carry an air of optimism in the presence of those I meet. To dispel ill temper with cheerfulness, kill doubts with a strong conviction, and reduce active friction with an agreeable personality.

¶ To make a study of my business. To know my profession in every detail. To mix brains with my efforts, and use system and method in my work. To find time to do every needful thing by never letting time find me doing nothing. To hoard days as a miser hoards dollars. To make every hour bring me dividends, increased knowledge, or healthful recreation.

¶ To keep my future unmortgaged by debts. To save as well as earn. To cut out expensive amusements until I can afford them. To steer clear of dissipation, and guard my health of body and peace of mind as a precious stock in trade.

¶ Finally, to take a good grip on the joys of life. To play the game like a man. To fight against nothing so hard as my own weaknesses, and endeavor to grow in strength, a gentleman, a Christian.

¶ So I may be courteous to men, faithful to friends, true to God, a fragrance in the path I tread.

Found among papers of Thomas Van Alstyne, electrical engineer for Westinghouse Co. Died at Hanley, Canada, October, 1913



Excursion of the Locomotive Engineers

THE annual excursion of the Brotherhood of Locomotive Engineers, South Baltimore, Division No. 97, was held at Tolchester Beach, Thursday, July 1st, 1915, and the division wishes to thank its many friends and patrons for their kind contributions and cooperation. Many attended, an added attraction being the presence of some officials of the railroad. Their addresses regarding the brotherhood men in their daily toil were splendid and showed that they have the real interests of the men at heart.

A number of sports were indulged in, and handsome prizes were awarded to the lucky winners.



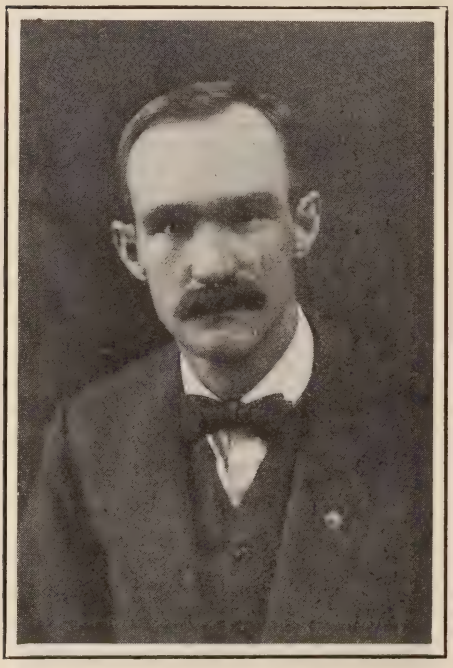
J. P. KAVANAGH
Assistant Superintendent, Baltimore Division



C. A. MEWSHAW
Trainmaster, Baltimore Division

Road foreman E. C. Shipley, quite a lean man, thought he could run a race good enough to get the prize, but found he lacked the requisite endurance when pitted against the boys "who bat the ball" every day.

In the fat men's race, master mechanic A. K. Galloway, who is quite a heavy set man, had his valves all squared to earn a prize, but found that the boys on the long trains had him beaten.



E. C. SHIPLEY
Road Foreman of Engines, Baltimore Division

Those who won prizes were:

Dancing—Miss Grace Rogers, necklace; donated by our watch inspector, George Walters.

Tug-of-war—Between engineers of S. Baltimore, Division No. 97, and members of Patapsco Lodge No. 432, B. of L. F. & E. Won by the fire boys; picture of sinking of Titanic, donated by Gans, Dry Goods Merchants.

Lean men's race—S. Eskins, scarf pin; donated by Mr. Walters.

Fat men's race—C. E. Beans, umbrella; donated by Mayer's, Dry Goods Merchants.

Egg race—Miss Alice Covell, pearl earrings; donated by Mr. Walters.

We cannot fail to mention engineer E. G. Barling's race with himself, in an effort to better his former records in selling tickets. This year his record was almost fourteen hundred. Such a large number was made possible by the liberal donations of Messrs. Willard, Murray, Shriver, Galloway, Randolph, and others, together with those of the Baldwin Locomotive Works, The Galena Signal Oil Co., The Hancock Inspirator Co., The Locomotive Stoker Co., and many other large firms in Baltimore, New York and Pennsylvania.

It was pleasing to note the large number of veteran engineers who were in attendance.

Cincinnati, Hamilton & Dayton Adopts New Pension System

AN employes' pension system has just been inaugurated by the Cincinnati, Hamilton and Dayton Railway to provide for its men who have grown old in the employ of the Company and to reward them for faithful and efficient service.

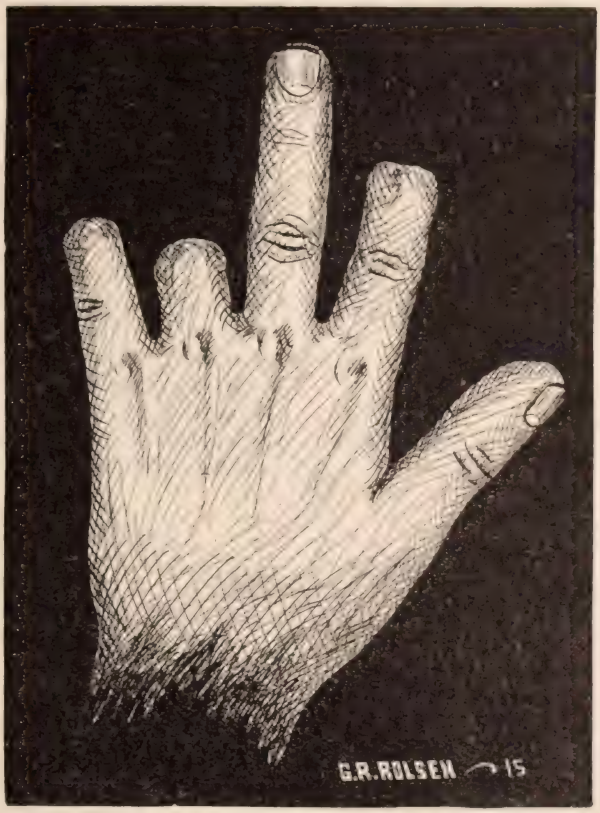
According to the regulations announced by general manager J. M. Davis, with the approval of Receivers Judson Harmon and Rufus B. Smith, employes who complete fifty years' service will receive one per cent. of their average monthly salaries during the ten years preceding retirement for each year of service, or half their average income during the last ten years of their employment.

Leave of absence unattended by other employment, or dismissal followed by reinstatement within one year, will not be taken into consideration on the personal records, nor will furloughs on account of compulsory reduction of forces be counted as a break in the continuity of service when computing a pension record.

If an employe is furloughed, loses time on account of sickness or is absent for

any one month in a year, his total earnings will be divided by twelve to arrive at the monthly income. Should he, for example, have been absent for one month in each year of the last ten of his service, his average monthly earnings for that period will be ascertained by using as the divisor the full 120 months in the period.

The pension plan is looked upon with favor by employes of the Cincinnati, Hamilton and Dayton, as many of its men have spent their business careers in its service and learn, as they approach the age of retirement, that the Company recognizes their loyalty to duty. Several employes were pensioned under conditions similar to those contained in the new regulations and it was decided by the management that equal treatment will be accorded to the men of all departments.



THREE "POINTED" ARGUMENTS FOR SAFETY FIRST

Our Engines of the Highways

WHEN the big express locomotive comes panting to a station stop, the engineer's helper is promptly ready with keen eye and can of oil, looking for dry spots and other troubles. No part of the machine escapes attention. Another goes along the cars tapping the wheels and looking to the trucks.

Between stations, a careful engineer fingers delicately, now and again, to make sure that the air brake system, a nerve of the train, is ready to respond to an instant demand. And all the time there is the track-walker pacing his miles in a sharp lookout for the broken rail and the clogged or open switch.

On the other hand, thousands of motor cars, each of them a small locomotive bound to no railed way, go careening out daily and hourly into city streets under no other assurance than that the gasoline tanks are full, that they "crank up" all right or that the self-starter really starts.

Railway accidents happen despite all the caretaking. Many an automobile disaster occurs because nobody has kept an eye regularly and vigilantly on important parts of the mechanism.

There are records of calamity arguing eloquently for the Safety First Society's recommendation that regular inspections shall be made of motor-car brakes, steering-gears, lamps, signals and other vital equipment. What is saving care for the locomotive on a track is not less important for the engine loose on the highway.—*New York World.*

"He that is not open to conviction is not qualified for discussion."—*Whately.*

New Equipment

On July 19th the Baltimore & Ohio Railroad placed contracts for equipment which will cost approximately $2,500,000. The orders call for 2,000 steel hopper cars and fifty cars for passenger service, and immediate delivery is stipulated in the contracts.

The hopper cars will be equipped with longitudinal doors and modern apparatus for complete and quick unloading. They will be built by the American Car and Foundry Company, East St. Louis, Ill., the Pressed Steel Car Company, Pittsburgh, and the Cambria Steel Company, Johnstown, Pa.

The order for passenger cars was placed with the Pullman Company, Chicago, and included thirty-five coaches, five combination passenger and baggage cars, two baggage and mail cars, four baggage cars, two cafe parlor cars and two cafe coaches.

—

Conference "Beats Correspondence to a Frazzle"

Editor Employes Magazine,

Baltimore, Md.

Dear Sir:

The accompanying small kodak photograph is of a group of our officials taken



at South Chicago, Thursday, July 1st. Reading from left to right their names are as follows:

R. Kazmarek, storekeeper; J. F. Keegan, superintendent; C. W. Burke, general foreman; W. F. Booth, general yardmaster; J. J. Tatum, superintendent freight car department; G. A. Schmoll, district superintendent motive power; H. A. Blair, district master car builder.

The picture was taken by the writer and the occasion of the meeting was to make a thorough canvas of the bad order car situation at South Chicago.

During the morning's conference, the whole subject was thoroughly gone over and very satisfactory arrangements agreed upon for the dismantling of condemned cars, the sending to contract shops of some of the cars requiring very heavy repairs, the application of steel center sills to M-11 box cars and the prompt reduction in the number of other bad order cars accumulated at the Chicago Terminals.

It is safe to say that through this meeting, a more efficient and satisfactory "line up" for the clearing up of the bad order cars at the Chicago Terminals was arranged than could have been brought about by weeks of correspondence, and this may serve as a suggestion for similar conferences at other points where matters of such importance arise from time to time.

Yours truly,
M. K. Barnum,
Sup't Motive Power.

—

Son of Official Sends Us Letter and Picture

524 Woodlawn Road,
Roland Park, Md.

July 14, 1915.

Editor Baltimore & Ohio
Employes Magazine,
Baltimore, Md.

Dear Sir:

I am not an employe of the railroad, but my father is engineer maintenance of way and I am very much interested in the railroad, so I would like to have the enclosed photograph, which I took, printed in the next issue of the Employes Magazine.



EARL STIMSON, JR., SAYS THIS TYPE ENGINE IS DOING GOOD WORK

The picture is of engine No. 6019, taken at Oakland, Md. From right to left are, engineer G. R. Barker, fireman G. C. Hoadly and J. T. Talbot, special apprentice at Mt. Clare shops. This type of engine is doing fine work on the mountain grades and on this special run had a train of seventy-nine steel hoppers.

Yours truly,

EARL STIMSON, JR.

B. C. Tracey made Supervisor of Electric Welding

F. H. Clark, general superintendent of motive power of the Baltimore and Ohio Railroad, has issued a circular announcing the appointment of B. C. Tracey as supervisor of electric welding, with headquarters at the Mount Clare Shops. The appointment is effective at once.

Mr. Tracey is one of the youngest men concerning whose appointment a circular has ever been issued by the Company. He is in his early twenties and entered the service as a messenger. A few years ago he studied in the Help Him Help Himself Club, which was run by the late Major J. G. Pangborn at the First Presbyterian Church, and which was supported by prominent Baltimoreans, including business men and railroad officials.

Later young Tracey entered the apprentice course in the Baltimore and Ohio shops, and at its completion he specialized in electric welding.

The "Booster" Movement Has Already Begun—Mr. Optimist—So Send Along Your Suggestions!

To the Editor of the Employes Magazine:

Have we a Boost Club? I think we *should* have one composed of *all* the men on our System, and have as active workers, all men who travel for us. Do you realize that many people—a very great many—know absolutely nothing about us except what has been handed down to them from a period of twenty years ago? I was travelling over a competing system about two weeks ago and was engaged in conversation by a young man who was going to his home in Chicago to spend his vacation. He was to return to Philadelphia in the fall to continue his studies. I suggested to him that he return via the Baltimore and Ohio System. He favored me with a sort of a sad smile and said "I never travel on that road." "Why not?" I asked. "I do not know, but I have always believed that it was a poor railroad," he replied. After he had heard what I had to say, he said that he would certainly return via our line in the fall. This is not an isolated case, and only those who travel on other systems and meet people away from our lines, fully realize this. I am practically always on other lines and consequently hear much of this. I am mighty proud of our System and would like to have everyone who travels know just how good we are. Could you not begin a movement that will acquaint all with the advantages of our System? Will be glad to send you any suggestions I may have in mind should you decide to begin the movement.

THE OPTIMIST.

The Re-Discovery of South Chicago

By Oscar Wacker

Car Distributor

"ALL ABOARD!" The "Re-Discovery" of South Chicago and the Calumet River is on in full blast.

The day dawned bright and the settlement of the great street car strike and the fine weather made a perfect day for the cruise which disclosed South Chicago in all her glory to the four hundred guests, the majority of whom were from out of town and who received their first true insight into the greatest manufacturing center in the United States.

So now, South Chicago is on the map. Its position was firmly established on Wednesday, June 16th, 1915, when the "Re-Discovery" and inspection took place on a cruise that promises to make history for the Calumet territory.

Mayor Wm. Hale Thompson of Chicago, who, by the way, on the day of the "Re-Discovery" celebration, at 5.20 a. m., brought to an amicable end the street car strike in Chicago, was unable to join the pilgrimage. But when he met the exploration party on its return, he told them that, years ago, as a youngster he had discovered South Chicago and the Calumet district.

While he would have liked to have been a member of the party, the mayor said that he knew South Chicago; that he is cognizant of its numerous advantages and that while mayor he will try to see that this section is given a square deal and an opportunity to develop its natural advantages. With the city's pilot in possession of all the facts about our great port and its wonderful resources, the Calumet is not a "River of Doubt." And there certainly is no doubt in the minds of all the manufacturers, mill owners, merchants, etc., about the greatness of this district.

About 400 representatives and progressive business men made the trip up the Calumet River, which empties directly into Lake Michigan at South Chicago. Even old-time South Chicagoans who had not been up the river in years were amazed at the progress made since their boyhood days.

This is what was transmitted to the assemblage through a large megaphone operated by the various representatives of the industries that came into view:

"On your right, gentlemen, is the plant of the Illinois Steel Co., employing 10,000 men and handling 5,000,000 tons of iron ore in a year."

"On the other side is the plant of the Iroquois Iron Co., one of the most modern in the world."

Someone else was explaining a two-million bushel elevator at the same time that a description of the recently completed great turning basin and the mammoth coal docks was being given.

"Here is the longest single leaf swing bridge in the world" was heard as the boat passed under our new bridge. There are five different bridges in all, at this point, probably one of the greatest combinations of railroad bridges to be found anywhere.

"This is the Chicago Shipbuilding Company that is now building the largest dry dock on the great lakes."

"On the other side, behold one of the most fireproof coal locks ever built."

"On this side is the site for the Commonwealth Edison Power Plant."

"That is the Wisconsin Steel Plant, where they make the steel for the great Harvester Works."

"The Federal Furnace Plant is across the way."

"Here are the great coke ovens, 280

of them handling one and one-half million tons of coal a year and having one of the greatest coal unloading plants in the world."

"Now we approach the site of the world's greatest elevator, which is to be built shortly. It will have a capacity of 10,000,000 bushels."

"Gaze on the Grand Crossing Tack Company's smelting plant. This company makes enough tacks in a year to encircle the globe twice if laid tip to head."

"There is the greatest plant of the General Chemical Company. It could turn out enough asphyxiating gas to kill all the armies in the 'Old World.' "

"Look around and see the great turning basin and mouth of the Calumet Lake. Look at this great expanse of water and its strategic location with railroads on all its sides."

These were the striking observations that described only a few of the many unusual sights. For three hours the party went through this maze of industrial activity and saw what its future prospects may be.

Supper was served on the return to the starting point. The invited guests included the following representatives of the Baltimore & Ohio:

John Draper, agent; R. R. Huggins, assistant agent; T. D. Lunceford, assistant agent; A. E. Pollard, cashier; W. F. Booth, terminal trainmaster; C. W. Burke, general foreman, and Oscar Wacker, car distributor.



BALTIMORE & OHIO "CREW" ON THE RE-DISCOVERY OF SOUTH CHICAGO

In the evening, the invited guests, the South Chicago Business Men's Association, and Local Freight Agents' Association, were entertained at the Calumet Theatre by the Silvis Glee Club and the Sinbad Opera Co., at the conclusion of which three cheers for "Greater South Chicago" and the "I Will Boost" campaign were given with a hearty will.

The accompanying picture is of the Baltimore & Ohio representatives entertaining agent J. A. Burkett, president of Freight Agents' Association. Reading from left to right are:

Sitting, first row: John Draper, J. A. Burkett. Standing, second row: J. B. Condit, T. D. Lunceford, Oscar Wacker, R. R. Huggins and C. W. Burke.

If All Shippers Gave the Railroads This Kind of a Square Deal—

THE National Cash Register Co. of Dayton, Ohio, is generally recognized as one of the most successful industrial organizations in the world. Their product is distributed in almost every country under the sun, they are and have been originators in many kinds of welfare activities for their employes, they have a plant which for years has been a model one from every standpoint and they have made money for themselves, their customers and their employes and made it legitimately. Their president, Mr. John H. Patterson, and the builder and genius of their organization, won the praise of the whole country when he took practically entire charge in Dayton of the relief and reconstruction work which followed the terrible floods which inundated western Ohio in the spring of 1915, and which, as most of our employes know, caused very severe and extensive loss to the Baltimore & Ohio Railroad. Our employes will, therefore, be particularly interested in reading what Mr. Patterson thinks of the service of the railroads as set forth in the following letter:

New York City, July 10th, 1915.

Editor Baltimore & Ohio
Employes Magazine,
Baltimore, Md.

Dear Sir:

Some weeks ago, while calling upon the National Cash Register Company at Dayton, Ohio, I saw on the walls the following sign:

> THE N. C. R. CO. GRATEFULLY ACKNOWLEDGES AID AND GOOD WILL WHICH OUR AGENTS SAY WE GET EVERYWHERE.
>
> WE ESPECIALLY THANK RAILROAD OFFICIALS FOR CHEAP AND RAPID TRANSPORTATION OF OUR PRODUCT.

It was printed on a card about 10x18 inches in size and hung in an artistic frame just outside the office of Mr. J. C. Cobey, traffic manager, where it could be seen by everyone who passed, including the many railroad officials who have business in his office.

It was explained to me that upon inquiry from President Patterson, as to the service of the railroads and the treatment which the plant was receiving at their hands, the reports were very complimentary to them. In fact they pleased President Patterson so much that one day he stepped into the office of Mr. Cobay with the recognition above printed, handsomely framed and placed it where it would reach the largest number of railroad people, as an evidence of the attitude of the National Cash Register Co. towards the railroads.

In discussing this with the Cash Register Company's forwarding agent, Mr. Wilson, of this city, I was surprised to learn further that Mr. Patterson's policy with regard to presenting claims against railroads in case of total loss has been invariably to make their claim just one half of invoice price.

Relationship of this kind between the shipping public and the railroads certainly serves to lighten the burdens of each, and also to assure that even better feeling between them will obtain in the future.

The N. C. R. Co. has a wonderful system of distribution, in evidence of which I was told that 800 of their Euro-

pean agents are now engaged in war, with one or the other of the belligerent countries.

They test their transportation very thoroughly but do not ask impossibilities. They appreciate any suggestion for improvement upon their own methods, and it is generally considered a compliment beyond the ordinary to secure particular movements of their traffic.

We are now enjoying their traffic, both domestic and export via New York, and I was assured by Mr. Wilson that while their export is curtailed by reason of the war, nevertheless, up to date we have enjoyed the highest average of any road which they have used.

Yours very truly,

(Signed) CHAS. W. TOMLINSON,
General Eastern Freight Agent.

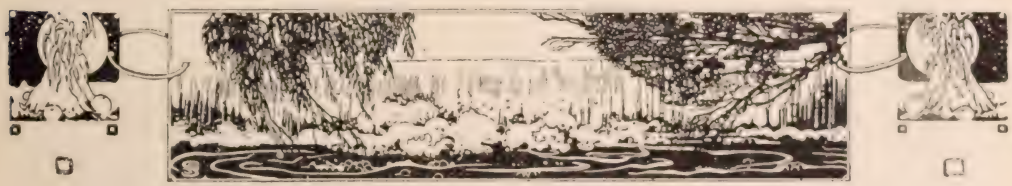
Little Talks on Little Leaks

By A. N. Martin

"IT'S only a little leak and it doesn't amount to anything" is often our thought when we see a leaking spigot in one of the offices or station wash-rooms, or at a hydrant in the yards. But don't forget that the little leak is on the job night and day until fixed. If when it is first noticed, the attention of the proper person is called to it, the loss of water through such leaks will be brought to a minimum, and by reason of this the water bills of the railroad company will be decreased by just that much. A round orifice 1-32 inch in diameter will pass 270 gallons of water in twenty-four hours at a pressure of 30 pounds to the square inch. Increase the pressure by 10 pounds and the amount is 320 gallons; at 50 pounds pressure it is 380 gallons and at 60 pounds, 420 gallons. Some towns that have every water outlet metred show a daily per capita consumption of only 70 gallons, so that at 60 pounds pressure, which is quite common, that fine stream which you see is wasting the equivalent of a day's supply for six persons.

A stream of water 1-32 inch in diameter isn't any larger than a good sized darning needle. Increase it to 1-16 inch, about the size of a crochet hook like grandma uses, and the amount it will get away with in twenty-four hours is amazing. Starting at 850 gallons for 30 pounds pressure, it reaches 1230 gallons at 60 pounds—enough to supply almost eighteen people for washing, drinking and bathing for a day and night.

These are only the fine leaks that look neglible as they leave the tap. Take a faucet that is openly spluttering with a leak equivalent to $\frac{1}{8}$ inch and the waste would supply an orphan asylum, as it gets away with 4520 gallons at 60 pounds pressure in twenty-four hours.



Tidewater Coal—Where it Comes From and Where it Goes

By H. A. Cochran
Coal Freight Agent, Baltimore, Md.

THE aggregate bituminous coal transported by the Baltimore & Ohio System (exclusive of C. H. & D.) in the last fiscal year, was a little over thirty-three millions of tons. Of this, about six and a half millions originated at mines on the Baltimore & Ohio proper in Ohio; another two millions on the Baltimore & Ohio Southwestern, and another two millions came to us from connections other than those we class as "Lateral Lines." This leaves about twenty-two and a half millions produced in our Cumberland-Piedmont, Meyersdale, West Virginia and Pittsburgh-Youghiogheny regions, all of which are tributary to Atlantic tide ports. About seven and one-half millions—or one-third of the total tributary to tide ports, actually moved to such ports and was trans-shipped to water-borne vessels. About two-thirds of this, or five million tons, was trans-shipped at our ports—Baltimore, Philadelphia and St. George, and the other one-third, or two and a half millions, at P. & R. piers at Philadelphia and Port Reading and to Jersey Central piers at Elizabethport, Communipaw and Port Liberty. The tonnage trans-shipped at Jersey Central piers is comparatively small, nearly all the two and a half millions having gone via Port Richmond piers at Philadelphia, and Port Reading piers.

Baltimore, with piers at Curtis Bay and Locust Point, is our principal port, and at these we handled about three million tons; at Philadelphia (Jackson Street Pier), about a quarter of a million, and at St. George about a million and three-quarters. To Baltimore, the heaviest tonnage moves from West Virginia and the Cumberland-Piedmont regions—these two contributing about three-fourths of the total. Meyersdale comes next, with about one-fifth of the total, and the Pittsburgh region contributes about three per cent. At St. George it is different. Meyersdale region ships over half—nearly sixty per cent.—of the total St. George tonnage, while Cumberland-Piedmont and West Virginia regions each contribute about 300,000 tons, or between seventeen and eighteen per cent. Pittsburgh follows with less than 100,000 tons.

The question naturally arises, "Where does this coal go after being dumped into vessels?" Well, at Baltimore, nearly a million tons, or thirty-two per cent. is delivered to consumers within the harbor, including industries that take delivery by scows, the bunkers of tugs and other vessels plying within the waters of

* This article was prepared for a meeting in April, 1914, and the figures mentioned therein relate to the fiscal year to June 30th, 1913. In the fiscal year to June 30th, 1914, there was a slight increase in the total bituminous coal handled on the Baltimore & Ohio System, and while, because of labor trouble, the Ohio shipments over our road decreased approximately a million tons, the coal shipped from mines in the four regions tributary to Tide was nearly 24,000,000 tons. In the fiscal year to June 30th, 1915, the total for the System decreased between 4,000,000 and 5,000,000 tons, but that shipped from mines in the regions tributary to Tide was approximately the same as for the fiscal year of 1913; that is, about 22,500,000 tons, and the amount actually shipped to Tide was over 7,500,000 tons. There was a change, however, in 1915, as compared with 1913, in the proportion that went to Baltimore & Ohio Tide Piers, this item having increased to approximately 5,400,000 tons, while that to Philadelphia & Reading and Jersey Central Piers decreased approximately 250,000 tons. There were also some changes in the proportions contributed by each of the regions, especially to St. George, whose total tonnage amounted to more than 2,000,000 tons, and of this, Meyersdale Region contributed approximately 67 per cent. There were also some changes in the distribution of this Tide coal, that for Baltimore Harbor and Chesapeake Bay points having decreased from nearly 1,000,000 tons to about 800,000 tons, and the percentage dropped from 32 to 27. On the other hand, the amount exported increased from about 600,000 tons to approximately 1,000,000 tons, and the percentage increased from 20 to 31. Of the St. George Tide tonnage, about 116,000 tons went for bunker use in 1915, as compared with 95,000 tons in 1913, and while the New England tonnage at St. George decreased approximately 100,000 tons, shipments to New York and New Jersey points via St. George increased approximately 500,000 tons.

Patapsco River and Chesapeake Bay, and the bunkers of steamers engaged in the coastwise and export traffic. A little over a million and a quarter tons—or forty-two per cent.—went to nine New England ports, and was largely used by public service corporations for making gas and electricity. A great deal also found its way to the tenders of steam railway locomotives. About five per cent., or 160,000 tons, went to Southern ports in the Carolinas, Georgia, Florida and Texas. About one per cent., or over 30,000 tons, went to Pacific Coast ports in the states of California and Washington. About twenty per cent., or 600,000 tons, was exported to Cuba, Mexico, Central and South America, France, Spain, Italy, Egypt, etc. Fifty foreign ports were represented in the bituminous coal cargo clearances from Curtis Bay in the last fiscal year.

Of the St. George coal, about 95,000 tons, or five and a half per cent., went for bunker use. Over 312,000 tons, or eighteen per cent., went to New England points, principally those along the South Shore of Connecticut on Long Island Sound. About 1,300,000 tons, or seventy-six per cent., went to points along the shores and navigable waters of New York and New Jersey, the heaviest tonnage, of course, being that delivered about the harbor of New York City. The largest items are those of the railways and lighting companies.

All our tide coal, including that transshipped at P. & R. and Jersey Central piers, as well as that trans-shipped at Baltimore & Ohio ports, comes into competition with that produced in the Clearfield, Beech Creek and Westmoreland regions, served by the Pennsylvania, New York Central, B. R. & P. and P. S. & N. roads. It also comes into competition with that produced in the George's Creek, West Virginia, and, more recently, Meyersdale regions, served by the Western Maryland road; also with coals from Pocahontas, New River and Kanawha fields served by the N. & W., C. & O., and Virginian roads.

The ports of the P. & R. and Jersey Central are used on coals from the Clearfield and Beech Creek districts, except that which is handled by the P. R. R. The Pennsylvania have extensive facilities at South Amboy, at Greenwich piers, Philadelphia and at Canton piers, Baltimore. The W. M. have a pier at Port Covington, Baltimore, but ship largely to Port Richmond and Port Reading, via the P. & R.

Each of the three southern roads has a comparatively new steel pier on Hampton Roads—the N. & W. pier being at Lambert's Point, the C. & O. at Newport News, and the Virginian at Sewall's Point.

Our Locust Point piers are used almost exclusively on coal for harbor and bay points. At Curtis Bay we have the largest pier, and one which, I believe, holds the record for rapid dumping. A little over a year ago at this pier, we loaded the steamer "Newton" of the New England Coal & Coke Co., with about 7,500 gross tons of cargo and bunker coal in three hours and forty-five minutes—or at the rate of 2,000 tons per hour.

At this pier, practically all the outside-capes, cargo coal is handled. One of the problems we encounter in handling export coal (and we look for export coal to increase with the opening of the Panama Canal) is that of preserving it from breakage. The buyers in foreign markets, especially the railways of South America, want lumpy coal. While I think our present facilities perserve the coal as well as those of our competitors, we want to do better, and to that end, plans are now under way to add to the end of each chute on Curtis Bay pier, a telescopic attachment through which the coal will pass without any drop at all. This should remove the cause of some such complaints as we have received in the past on account of coal being broken in dumping. What we want at Curtis Bay, is a new steel pier, but until our earnings improve, or money becomes easier, we will have to make the best of present facilities, with such improvements as I have mentioned.

At Jackson Street, Philadelphia, we are unfortunate in having an old pier, not adapted to our present needs. Plans were some time ago drawn for a new

pier there, but the City of Philadelphia has some plans for building municipal docks and wants the space occupied by our Jackson Street facilities, as well as those of the P. R. R. at Greenwich. Since city plans usually mature rather slowly, it will probably be some time before we have the facilities we need properly to take care of our tide coal at Philadelphia.

At St. George our facilities consist of two piers and a McMyler car dumper.

The tonnage I have mentioned as floated from Curtis Bay to New England, is about four times as great as that floated from St. George to New England. A reason for this is that the rate to Curtis Bay on coal for outside capes, is thirty-seven cents per ton lower than the tide rate to St. George. This, I believe, more than off-sets the advantage in boat rates from St. George, except to ports along the South Shore of Connecticut on the Sound.

Our track delivery rates, as well as those on coal for delivery inside capes, are the same to Baltimore as to Philadelphia. This is because of the short line distance of the P. R. R. to Philadelphia being less than their distance to Baltimore. Coal floated from Baltimore for outside the capes, competes with coal floated at Philadelphia. The boat trip being longer, on account of the distance up Chesapeake Bay, both Philadelphia and Hampton Roads have an advantage over Baltimore in this respect, and to compensate for the longer boat trip, Baltimore enjoys a rail rate to the piers, seven cents per ton lower than Philadelphia.

Our problem at St. George is to compete with Port Reading. The haul to St. George via Park Junction pays us much better than the haul to Cherry Run or Martinsburg on coal to Port Reading. There are two things we have to do in order to compete successfully and increase our long haul tide coal: First, we have got to make as good time including regularity of movement, as well as speed. Secondly, we have got to offer as good service in the way of berths and dumping. We have some advantage on New York harbor traffic in the matter of towing expense—because St. George is nearer the required deliveries than any other important bituminous port, and I think we have some advantage in the matter of fair and courteous treatment by the New York and St. George representatives. As a result, we have the good will of the better part of the trade. We have not always made as good time, but hope we may in the future—and at present our St. George proportion of total tonnage is very gratifying.

BALTIMORE AND OHIO BUILDING

THE General Offices of the Company in Baltimore have heretofore been called "B. & O. Bldg.," "Central Bldg.," "Baltimore Building," and other names. In line with the policy of the Company to standardize, it is desirable that the name of our General Offices should also be standardized by being uniformly called "Baltimore and Ohio Building."

Let us see how quickly and generally, through this Magazine announcement, we can meet the wishes of our officers in this respect, by addressing all communications to and calling our General Offices in Baltimore, "BALTIMORE AND OHIO BUILDING."

Cleaning Stone Ballast with Screens

By H. M. Church

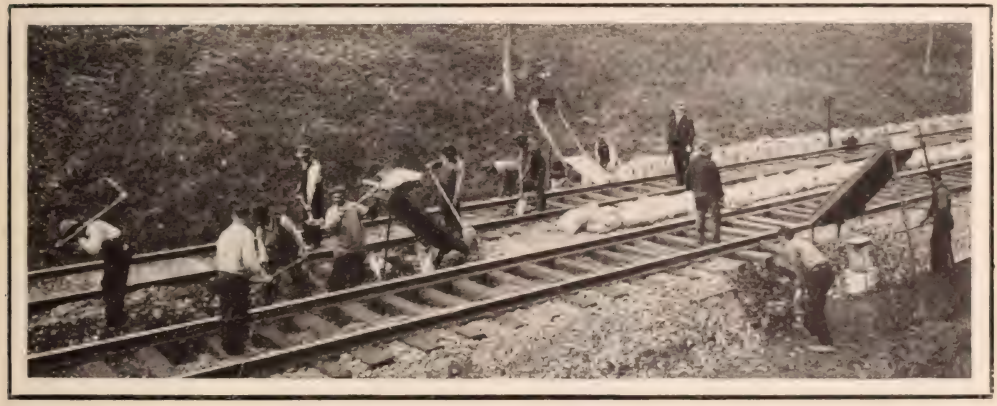
Division Engineer, Baltimore Division

(From Railway Age Gazette)

BALLAST SCREEN

This screen is the patent of A. G. Zepp, Supervisor on the Baltimore Division, and is being used very largely by the railroads of this country. We hope to run a more detailed description of the screen itself in a future issue of the Employes Magazine.—*Editor*

PREVIOUS discussions of the performance of ballast screens and the methods employed for cleaning stone ballast have shown in detail the great saving in both labor and material that can be effected by their use. On the Philadelphia and Baltimore divisions of the Baltimore & Ohio, where traffic is heavy and where considerable ballast has been cleaned, the results have been quite gratifying and have led to the conclusion that the cleaning of stone ballasted tracks is justified where only one cubic yard of stone may be conserved in a distance of 8.1 lineal feet of double track; that is, one cubic yard of material saved in this distance justifies the employment of the necessary labor to screen it out. In the cleaning of several miles of freight tracks formerly ballasted with stone, it has been amazing to see the amount of stone so saved. Tracks that had deteriorated by the presence of dirt and cinders in the voids of the stone ballast were restored to a condition that had formerly been obtained only by the wholesale removal of the material from the tie cribs; loading and taking it away as waste, an extravagance that has been overcome by the use of screens.



WORKING SCREENS THROUGH CUT

The employment of ballast screens has been found economical in the "out of face" cleaning of single tracks and multiple track and in yards; also in combining the cleaning with tie renewals. As an example of the saving effected, an organization consisting of twelve men, one foreman and one water boy, cleaned 200 lineal feet of standard ballasted double tracks per ten-hour day where

tracks were twelve foot centers, using three screens, one on either side and one in the center between tracks. The ballast was cleaned twelve inches below the bottom of the tie on the berme, six inches below the bottom of the tie in the



TRACK DRESSED, LEAVING OPEN CRIBS BETWEEN RAILS FOR DISTRIBUTION OF BALLAST FROM ROGER CARS

center ditch and level with the bottom of the tie in the cribs. It amounted to the handling of 104 cubic yards of stone in the 200 foot stretch per day. The unit costs of this progress were arrived at as follows:

Length of double track cleaned per day, lin. ft...	200
Cubic yards stone cleaned per day.....	104
1 foreman at $77 per month.	
1 water boy at 15c. per hour.	
12 laborers at 15c. per hour.	
Total cost per day.....	$22.46
Total cost per lin. ft. double track.....	0.112
Total cost per cu. yd. ballast.....	0.216

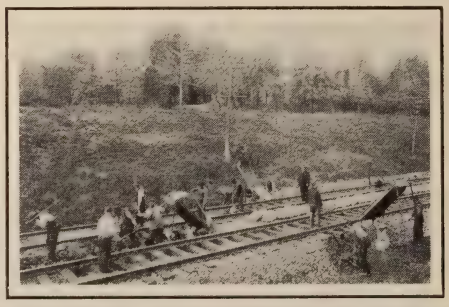


ARRANGEMENT OF SACKS TO FACILITATE LOADING OF DIRT ON WORK TRAINS OR TRUCKS

The ballast yielded 400 wheelbarrow loads of dirt per 100 lineal foot of track, representing approximately fifty per cent of the volume of the stone. The voids in the stone amounted to forty per cent. so that the loss of volume in cleaning amounted to ten per cent. To determine the extent to which the material conserved justifies cleaning ballast we have the following:

Cu. yd. dirty ballast handled	Percentage of total volume		Total cost cleaning	Cost per cu. yd. stone saved	Cost per cu. yd. new stone unloaded on track.
	Stone	Dirt			
104	100	40	$22.46	0.216	1.00
104	90	50	22.46	0.24	1.00
104	80	60	22.46	0.27	1.00
104	70	70	22.46	0.31	1.00
104	60	80	22.46	0.36	1.00
104	50	90	22.46	0.43	1.00
104	40	100	22.46	0.54	1.00
104	30	110	22.46	0.72	1.00
104	21.5	118.5	22.46	1.00	1.00
104	20	120	22.46	1.08	1.00

When only 21.5 per cent. of the total volume of material handled passes over the screen and is saved for re-use, the screening operation becomes as expensive as the application of new stone. In



ARRANGEMENT OF FORCES WORKING SCREENS THROUGH CUT, SHOWING THE PROCESS OF SACKING DIRT

other words, 21.5 per cent. of the volume per lineal foot of double track represents the amount of stone which must be saved in order that screening be economical, which is equivalent to the conservation of only one cubic yard in 8.1 lineal feet of double track.

Aside from this very important economy, the practice of screening ballast instead of putting the track up on new ballast admits of maintaining surface without disturbing the roadbed under the ties, a factor of vital importance in ideal track maintenance. It has the advantage of being quicker and more thorough than the fork method; laborers do not tire as quickly under it, and with the screens arranged as described the invariable tendency is for the men to compete with each other for speed.

A Signal Service to the People of Chicago

From Railway Age Gazette

THE story of the way in which the steam railways of Chicago came to the rescue of its people in their time of need during the recent strike on the traction system of that city, is told elsewhere in this issue. It is a remarkable narrative, disclosing a reserve of public spirit and efficiency possessed by the managements of the railways, whose existence the public of Chicago never fully appreciated before. The elevated and surface street car lines, which handle millions of urban and suburban passengers daily, were all suddenly forced to suspend operations. Within a single night the suburban business of the steam railways leaped from 125,000 to 625,000 people daily, an increase of 400 per cent. A growth of business which would have been large for a period of ten years took place in ten hours. And yet without any of the large increases in facilities and in employes which would have been made to handle this largely increased business if its growth had come normally, the railways dealt with it with hardly any more discomfort to their patrons than is often experienced during the rush hours on many urban and suburban lines, and without a single accident. On the streets all kinds of means of transportation were being operated at whatever rates those who ran them could extort from those using them. On the other hand, the steam railways carried the business at their regular rates, and in many cases for nothing because of the impossibility of collecting all the tickets and fares on the crowded trains. Never did the managements of the steam railways of this country show greater capacity for dealing effectively with a trying and difficult situation. The ignorant braying of blatherskites regarding "inefficiency" becomes ridiculous when confronted with the record of such an achievement. The recollection of the service rendered to them during this time by the steam railways ought to be, and probably will be long held in grateful appreciation by the people of Chicago.—*Railway Age Gazette.*

In the news article on the part performed by the various railroads the *Gazette* describes our activities in the following favorable way:

The Baltimore and Ohio Chicago Terminal, over which the trains of the Baltimore and Ohio, the Pere Marquette, the Chicago Great Western and the Minneapolis, St. Paul & Sault Ste. Marie enter the Chicago terminal, operates very little suburban service and has few stations within the city. The company did not anticipate that there would be a strike, and when at 7 p. m. on Sunday it received definite assurance that the strike would be called there were a great many details to be worked out. It succeeded in securing thirty-three coaches from various roads during the night, clerks were called out to act as collectors and a suburban train service was put into operation at 6 a. m. on Monday. It was necessary to use switch engines for this service, temporarily, at least, interfering seriously with the freight operations. On Monday this company ran seventeen special trains between Forest Park on the west and Sixty-ninth street on the south and the Grand Central station. Additional coaches were also added to the suburban, scheduling a number of extra trains, and making additional stops at convenient locations, all of these people were accommodated very satisfactorily. During the three days about seventy-five additional coaches were used and about fifty extra trains were run, carrying about 10,000 passengers, which is about four times the normal number.



BALTIMORE AND OHIO
EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Value of Education

WE hope to publish a comprehensive article on "The Value of Education" in an early issue of the Magazine. So important do we consider the subject, however, that we feel that there should be registered here—now—a word in favor of the many agencies for general and technical education which are open to our employes.

The *Railway Age Gazette* in a recent issue published an article in which it was developed that although the leading executives of the railroads of the country were not, by any means, all of them college-trained men, nevertheless, practically everyone was an exceptionally well-educated man. He may not have had four years of lectures and recitations in class rooms, it stated, but if this privilege had not been given him, he had had the valuable experience of regular study in the subjects in which he was most interested, in his own library or office, outside of working hours.

If the employes of the Baltimore & Ohio will look about them, we believe that they will discover that well-trained, well-educated men are making good out of all proportion to their number in all kinds of business activity. Should this not be sufficient to prove that a good education, however obtained, is well worth while striving for!

There are agencies almost without number through which each one of us can get the special kind of training he wants. In the larger cities such as Baltimore, Pittsburgh, Cleveland, Chicago and others, the public school systems, the Y. M. C. A.'s and the business colleges offer splendid courses, which can be taken up, either during the day or at night. The correspondence schools supply the same and, in many cases, much more highly specialized courses of training in railroading and allied subjects for the young men who are in the smaller cities and towns along our line.

In the opinion of the writer the most valuable thing that a man of from eighteen to forty years of age, who has not had more than a grammar school education, can have, next to a good character, is the regular training offered by some one of these agencies.

If you are so situated that you cannot invest money in a regular course of training at some school, buy some books on the subjects in which you are particularly interested, or which treat of the things with which you are daily coming into contact, and study them. If you do not know just which books you want, write to us and we will be glad to give you as much information as we can.

We believe that the principal function of the Magazine is, or should be, educational, and we will do everything we can to make it this. But it stands to reason that thorough courses in any one of the many branches of railroading cannot be developed in the limited space which we have and we therefore recommend and earnestly urge our employes to seize some one of the many educational opportunities open to them and make the most of it now.

We know several officers of the Baltimore & Ohio whose positions and reputations with the Company are already made, and well made. Yet right now they are taking courses in efficiency and other highly specialized subjects. We know the assistant foreman of a large shop, who was deprived of all but a primary education and who has recently completed, to his great satisfaction, a course of training with one of the correspondence schools

which will fit him for bigger things. Yesterday we got a letter from a young shopman who has just finished one course and is now enthusiastically entering a correspondence school course in engineering. Instances of this kind could be multiplied.

There are no problems on the railroad or in our great country which cannot be solved by education. Each one of us has an individual problem to solve, namely, that of his own future. Without good training and education we will be sadly handicapped. If you have been thinking of starting a systematic plan of self-education, start now. And if you haven't given this subject much thought, think it over carefully.

Remember The Railroad Employe

RAILROADS care for their men when they are too old to work and furnish cheap and certain insurance in case of death or illness, an example being the elaborate "relief" system of the Baltimore and Ohio Railroad. It is true that in most cases the men contribute directly or indirectly to these funds. But the railroads also contribute and provide plans whereby the men and their families get benefits that would otherwise be greatly missed.

The Baltimore and Ohio Railroad was the first of the eastern roads to organize all its men in a general scheme for the continual study and maintenance of Safety. Other roads have followed suit. They all took the suggestion from the work of claim agent Richards of the Chicago Northwestern Railroad, who deserves to be remembered as the father of the Safety movement.

Now the public is apt to forget that relentless pressure on the railroads may have a good many results beside cutting off dividends. It is pretty certain to affect sooner or later such work as the pensioning of old employes, care of the families of men who have died or who are laid up, and work for the safety of all of us. Even the most violent hater of railroads would scarcely argue that funds of this kind ought to be cut.—*New York Evening Sun.*

Why The Republic Will Live

DR. CHARLES ELIOT, president emeritus of Harvard University, writes for the *Delineator* about some of the forces which promise long life to the American republic. He considers:

Toleration in religion.

Universal education.

Better family life than that of any perished republic.

Better and juster inheritance laws.

Extreme publicity in all activities.

Organization on a large scale of corporations which "afford a new discipline for thousands of managing or directing people."

Besides, yet by no means in the last place—

"Universal suffrage prolongs in the United States the effect of universal education; for it stimulates all citizens throughout their lives to reflect on problems outside the narrow circle of their private interests and occupations; to read about public questions; to discuss public characters, and to hold themselves ready in some degree to give a rational account of their political faith."

Increasing Business

THE attention of all employes, and particularly of the heads of the operating and traffic departments at our divisional points, is respectfully directed to the article in this issue of the Magazine, "Why all Employes should be Freight Solicitors," by J. A. Fleming, district freight agent at Connellsville. Mr. Fleming adopted a very natural and effective method for increasing our business at his station and he got splendid cooperation from the divisional officials. He outlines his plan in some detail and we are earnestly of the opinion that if it be adopted at many other places on the System, the increase in our business will be most gratifying.

July 30th, 1915.

The Editor,

Baltimore and Ohio Employes Magazine.

Dear Sir:

Will you kindly call the attention of all employes to the positive and regrettable fact that little attention is given to the economical use of envelopes. Mail that is received in this office is enclosed in various size envelopes, eighty per cent. in forms 386, 389 and 398 Q, practically all of which could have been enclosed in envelope 384. The following is copy of a letter which I have sent to an employe today:

> "Referring to copy of your letter of July 12, file 413, which I received today in envelope form 389: copy of the letter referred to measures only $5\frac{1}{4}$ x 8 and could have been enclosed in a form 384, measuring 6 x $3\frac{1}{2}$, by simply folding the sheets you sent me twice. In lieu thereof you enclosed it in an envelope form 389, of heavy stock, measuring $11\frac{1}{2}$ x 5. In future won't you kindly comply with the president's instructions to economize wherever possible and use envelopes that are adapted for half sheet enclosures, thus helping to minimize stationery expenses."

I cannot call attention to all such instances but I hope that the publication of this letter will be sufficient to remind all employes of the possibilities of economies in the use of envelopes.

The envelope that can be used in eighty per cent. of the instances costs only 35 cents a thousand; 386, 60 cents; 389, $1.52, and 389 Q, $1.76. This, figured in quantity, will show what economy can be practiced if the mailing of correspondence were properly taken care of.

Considerable proportion of the cost of even the small envelopes, 384, could be saved if all would follow the third vice-president's instructions to use, whenever possible, envelope 386 A. T., which has on the face of it space enough for twelve addresses, and is ungummed, so that it can be used that many times without trouble or detriment to the service of the Company.

Under no circumstances should envelopes 389 or 389 Q be used, unless it is necessary to enclose bulky or a large amount of correspondence, because these two envelopes are especially adapted for that purpose and no other, and particularly not for single sheet enclosures.

Some months ago our stationery inspector reported that the agent at Toledo, Ohio, was receiving from a department located in the Baltimore and Ohio building, eight to ten large envelopes daily with single sheet enclosures, and that some days he received as high as twenty. The day our stationery inspector was in the office of the agent at Toledo, five large envelopes were received with single sheet enclosures, every one of which could have been placed in one envelope of form 384, only measuring 6 inches.

You will greatly oblige the undersigned if you will grant this request to call everybody's attention to the loose manner in which envelopes are handled.

Yours truly,

E. E. HEROLD,

Stationer.



SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

Engineer W. A. Little, fireman C. C. Hile and conductor W. S. Wilson on engine No. 4124 at 11.20 p. m., June 23rd, while passing over Susquehanna bridge, discovered that it was on fire.



W. S. WILSON

They stopped, backed, and with sprinkling hose and water in pails put out the blaze, which was under the walk along the stringers and ties and was burning quite briskly. The hard and good work which they performed is very much appreciated by the division officials and the Company.

On the morning of July 3rd, operator F. H. Young, at Newark, noticed fire flying from train of extra east No. 4061.

The train was stopped east of station and it was found that Baltimore & Ohio No. 20330 was in bad shape. It was set out without any damage and only thirty minutes delay to train 3rd No. 94, following.

BALTIMORE DIVISION

On June 28th, 1915, at 11.30 p. m., brakeman W. Klingelhoefer, of the Baltimore Division, perhaps prevented a serious wreck. Looking out of the cab window on engine No. 4033 as his train was proceeding to Potomac Yard, Va., he noticed on the opposite track a horse lying on the culvert near "X" Tower, which was unable to extricate himself. He ordered the engineer to stop the train and conductor Tobin sent a a flagman ahead in time to stop a Southern passenger train. Traffic was continued by using the opposite track. In trying to extricate himself the animal had torn his leg off as if a person had taken an ax and cut it off.

Under date of July 6th, 1915, the superintendent wrote A. Miles, section foreman at Huntington Avenue, Baltimore, Md., viz.:

Dear Sir:—

Have advice under date of July 2nd that you discovered and extinguished fire on No. 2 track at the east end of North Avenue bridge. Your prompt action and ability to meet a situation of this kind is appreciated.

CUMBERLAND DIVISION

On June 6th, R. B. Hooten, helper engineer, discovered defective condition in track on west end of division; protected and reported same promptly, and had repairs made. He was commended by superintendent and notation to that effect has been placed upon his record.

On May 26th, Frank Fishel, son of track foreman Fishel, discovered defective condition in track on east end of division; reported same to his father and prompt repairs were made. Good work on the part of young Frank. He should make a good foreman when he grows up.

MONONGAH DIVISION

On July 13th, extra operator H. F. Farlow, was going on duty at "WD" Tower at Fairmont when report was received by telephone that possibly a bad condition existed at No. 6 signal west of the Tower. Operator immediately took his lantern and started in search of trouble, which he located. He made prompt report and the trouble was corrected. Operator Farlow displayed considerable activity and interest in the matter.

Notation has been made on the record of engineer J. S. Hession for the interest displayed in handling his engine at Monongah May 12th 1915.

OHIO RIVER DIVISION

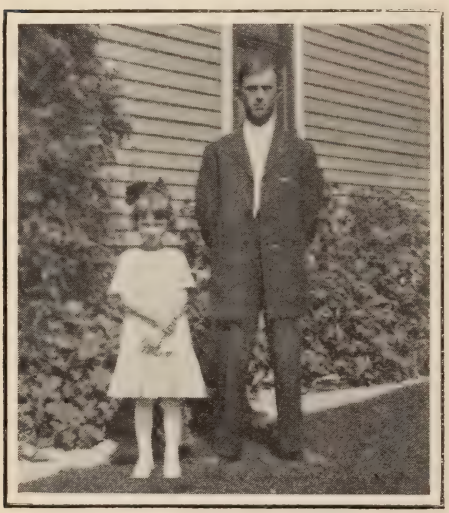
About 7.20 p. m., July 10th, while extra No. 1388 east was passing Mason City, F. R. Carsey, agent-operator at that point, noticed car door open on car of furniture and contents about to fall out. Although Mr. Carsey was not on duty he called up train dispatcher and agent at Graham over telephone and had him flag the train and notify conductor. In doing this he prevented a possible loss of part of contents of car as well as claim.

On night of July 13th, while returning to yard after helping train No. 93 out of yard, conductor C. B. Southworth discovered bridge on fire. He stopped his engine and with the assistance of crew extinguished fire. He is to be commended.

CLEVELAND DIVISION

On June 19th, on extra No. 4254 east, the engine's superheater tubes began to leak badly at Canal Dover, O., and by very great effort fireman W. Gwiazda kept up steam, enabling engineer to take train through to Holloway in two hours, handling full train. His efforts in this instance are very commendable.

On the night of June 20th, engineer F. Bachtel, while taking coal at Canal Dover, discovered the cab on a yard engine burning, promptly solicited the aid of others and extinguished the blaze without severe damage.



F. BACHTEL AND DAUGHTER

He is to be commended for his action in this instance.

On the night of July 9th, conductor W. J. Hutchings discovered a fire on his approach to the train shed, Cleveland passenger station, and ran engine up on incline, extinguishing the blaze with hose on engine. He has been commended for his watchfulness and prompt action in this matter.

On June 30th, Messrs. Walter Wiggett and Thomas Andrews, employes of the Fox Furnace Co. at Elyria, Ohio, discovered a defective condition on car in an eastbound train pulling into siding at that point, and promptly notified the engineer. Superintendent Lechlider has written each of these young men an appropriate letter.

Brakeman H. W. Stuewe is to be commended for discovering defect in track at the west end of receiving yard, Cleveland, July 7th, and making prompt report.

Fireman C. R. Northam is to be commended for discovering defective condition in track at Sterling, Ohio, June 16th, and making report promptly.

Car inspector J. Keiltou is to be commended for discovering defective condition on car in train of engine No. 4254 on June 13th, stopping train and having car set out.

On June 13th, brakeman C. F. Tomasheska, on engine No. 4156, discovered bridge on fire at Lake Junction, and with the assistance of engineer H. H. Smith and fireman F. B. Madison, promptly extinguished it, little damage resulting. These men are to be commended for their prompt action.

Brakeman D. Robinson is to be commended for discovering defective condition in track at Lorain, Ohio, June 19th, which he promptly reported to terminal trainmaster.

Yard brakeman E. Reynods, of Lorain, O., is to be commended for discovering defective condition in track at Smith's siding, which he promptly reported.

Engineer T. M. Sullivan, on train No. 59, June 7th, discovered bridge west of Aultman on fire, stopped train, and with the assistance of conductor F. Finley, fireman R. E. Block, brakeman E. E. Pfoh and W. H. Kleinhans,

succeeded in extinguishing the blaze without severe damage. These men are all to be commended for their action.

Fireman C. H. Cotton, on engine No. 4145, while standing at Columbia, June 15th, noticed defect in track, and made prompt report. He is to be commended.

NEWARK DIVISION



E. C. WRIGHT

Engineer E. C. Wright, in charge of engine No. 2857, train No. 27, Lake Erie District, June 9th, after leaving North Siding discovered engine pounding badly, knocking gib liners loose in cross-head, also key of back end of main rod. He stopped between Spring Mill and Shelby, made test and found follower head loose, after which he arranged with engineer of second engine to handle the No. 2857 and train to Shelby, where he disconnected engine after getting into clear to avoid further damage. He has been commended for using good judgment, and a commendatory entry has been placed on his record.



FRANK O. PECK

(See page 70, July issue)

Engineer F. F. White was in charge of engine No. 2807 on Newark-Fredericktown pick-up turnaround, and while switching at Mt. Vernon, July 10th, the left piston rod broke off close to cross-head, due to old defect in rod. Engineer White covered ports, disconnected engine, after which he performed all the pick-up work and handled his train to Newark, on account of which commendatory entry has been credited on his record.



F. F. WHITE

NEW CASTLE DIVISION

On July 3rd, brakeman J. S. Rennie discovered a dangerous condition at West Farmington and immediately had same remedied. Mr. Rennie is to be commended for his observance and prompt action.

On July 20th, operator George May, on duty at the tower at the Lake Shore-Baltimore & Ohio crossing at Painesville, noticed a condition which he immediately reported and which saved damage to a freight train. It has been recommended to his superintendent (he being a Lake Shore employe) that he be commended for his observation and action in this case.

OHIO DIVISION

F. A. Dugan, brakeman, is commended for service performed June 14th whereby a serious accident was probably avoided.

Wm. Cadden, passenger engineer on Nos. 2 and 3, Parkersburg sub-division, is commended for the personal effort he put forth in saving Company's property on May 24th.

ONE can take "a sleeper" after dinner and sleep himself far away to the South for breakfast. So can one sleep himself away any day or any night—to nowhere. To get anywhere worth while, one must take a ticket of preparation and get on the tracks of heart-and-soul effort, hammer and tongs, and thick-and-thin endeavor. Cuddling up in one's snuggery and waiting for something to turn up is futile. You've got to do the turning up yourself.—*John Wanamaker*

Baltimore, Md., June 28, 1915.

To My Fellow Employes:

On July 22, 1892, I entered the service of the Baltimore & Ohio Railroad as a brakeman. During the early years of my service we had the old link and pin, it being before the days of the automatic coupler, and the danger of braking was much greater then than now. I was generally considered an unusually careful man in my work; so much so, in fact, that the yardmaster at Brunswick, John T. Martin, often used to send new men who were going into braking service to me to train. And I think that I was one of the original Safety men in giving instructions to these beginners, for I always cautioned them about the danger of taking the many so-called easy cuts which were unsafe. Often I have warned them about the danger of getting on a locomotive front end as it was coming towards them. Often I showed them how to hold the pin by the end in dropping it into the link in the days before the automatic coupler. Often I urged them not to stand or walk on the rails on account of the possibility of their slipping on the treacherous surface and having a nasty fall. And after the day of the automatic coupler had come, I realized the great good sense and the fine humanitarian interest in the rule on this railroad, that the coupler should not be kicked, and I warned other employes against the practice.

Along about 1907 my job as head of a night crew seemed to affect my health unfavorably and I resumed my old work as a day yard brakeman. Soon afterwards, in handling some bad order cars, I was having trouble with a coupler. The cars failed to couple, although I had waved the engineer a couple of times, so that on the third time that they were coming together I slipped my foot up to push over the knuckle and get it into line. I had done the same thing a thousand times. I knew when I was doing it that it was against the instructions of the Company, but the same feeling that comes over all others who try kicking couplers was mine, namely, that I could get away with it again, and the result was that that time when the cars bumped back, my shoe, sock and foot dropped on the ground.

That the accident was not worse and that I am able to do yard firing I am very thankful for, but I'll tell you, boys, that the taking of chances isn't worth while. Here I am, getting along, to be sure, but getting along with difficulty at times and with no little inconvenience when I might have two good feet and be able to move about as freely as I could before I took the chance. And I can't tell you the terrible physical strain and mental anxiety that I have gone through in the three amputations on my leg—all caused simply because I thought I could afford to take the chance that had maimed so many men before me and the chance that finally "got" me.

To you fellows who are taking the same chances in kicking couplers that I did, I say that if you continue it long enough it will "get" you. There is no safe way to kick couplers or to do any of the other practices that are forbidden by the rules of the Company and that you are urged not to do by the Safety men on our railroad. Don't run the risk of the pain and suffering and mental anxiety and the incapacitating of yourself just for the sake of doing something that may save a second's time and make you feel that your fellow employes think that you are a better railroad man. The fellow who really thinks that you are, is the man whose opinion is not worth having and the safe man, the good yard man or operating man, will tell you that you are a fool for doing it. Furthermore, the rules of the Company say that we should not do it. The president of the railroad has said that he would rather have the trains bump a hundred times than to have a man kick a coupler once. He has emphasized this and he says it again in that fine article on Safety in the July issue of the Magazine. Don't take chances, men. It don't pay!

(Signed) CHARLES J. STULTZ,
Fireman, Camden Yard.



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman*

Advisory Committee

A. Hunter Boyd, Law Department

J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

BALTIMORE & OHIO BUILDING

On the morning of June 7th, 1915, John Eller Swarts, maintenance of way accountant under the auditor of disbursements, was taken sick at his desk. After a sinking spell, Mr. Swarts rallied, and after resting for an hour or so, was being taken home in a taxicab by one of his fellow employes when he was taken with another spell and died before a doctor could be reached.

Mr. Swarts was born in Blairsville, Pa., in 1869, and while a young man became employed with the Pennsylvania Railroad, in which connection he remained until 1901, when he came to the Baltimore and Ohio at Pittsburgh as accountant for the maintenance of way department. When the accounts were brought to Baltimore in 1905, Mr. Swarts was transferred to the office of chief engineer maintenance of way and later in 1912, when the accounts were placed under the jurisdiction of the auditor of disbursements, he was appointed maintenance of way accountant, which position he held until his death.

Mr. Swarts was a man held in the highest esteem by all with whom he came in touch, and his sudden departure was a shock to many employes over the entire System.

Walter Osborne Trigg, of 808 Cator Avenue, Baltimore, statistician in the auditor of disbursement's office, died of stagnation of the blood on July 6th in Mt. Airy, where he had gone on leave of absence of three months to recover his failing health.

Born in Cumberland, Md., March 28th, 1881, Mr. Trigg entered the service of the Baltimore and Ohio when sixteen years old. He was rapidly promoted to responsible positions and a few years ago was advanced to the important post of chief statistical clerk in the office of J. H. Pryor, auditor of disbursements. He was a general favorite in the accounting department and showed marked ability as a statistician.

He is survived by his wife, Mrs. Leslie Chaney Trigg, and his pallbearers were fellow clerks of the accounting department who were his lifelong friends. The funeral was held at Prospect, near Mt. Airy.

H. N. Steinkamp, a clerk in the car service department, died suddenly on the morning of July 28th at Mountain Lake Park, Md.

Mr. Steinkamp left Baltimore several days before his death, intending to take a month's vacation to recuperate from a severe attack of nervous indigestion with which he had been troubled for some time. It was not thought by his family or his fellow clerks, however, that he was critically ill and the news that he had

been found dead in bed by the people at whose home he was staying was a great shock to all who knew him.

Mr. Steinkamp was a fellow of genial and happy disposition and will be greatly missed by his associates. He had been in the service for a number of years and was one of the organizers and a most enthusiastic member of the Baltimore and Ohio Glee Club. Little did his fellow members think during the happy two days that Steinkamp spent with them at the Deer Park meeting that he would so soon be called from their fellowship.

NEW YORK TERMINAL

Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22.

DIVISIONAL SAFETY COMMITTEE

Wm. Cornell	Terminal Agent, Chairman
W. B. Biggs	Agent, Pier 22, N. R.
E. W. Evans	Agent, St. George, S. I.
J. J. Bayer	Agent, 26th Street, N. R.
J. T. Gorman	Agent, Pier 21, E. R.
A. L. Mickelsen	Agent, Pier 7, N. R.
Albert Oswald	Foreman, Pier 22, N. R.
Michael Degnon	Foreman, 26th Street, N. R.
W. D. Ritter	Foreman, Pier 7, N. R.
Edw. Salisbury	Assistant Terminal Agent
John Johns	Master Carpenter
N. Johnson	Clifton Shops
E. G. Glark	Tug Captain
Edw. Sparks	Marine Engineer
Henry Bull	Barge Captain
Niels Gadeberg	Barge Captain



JAMES HEWITT

The accompanying picture is of James Hewitt, chief engineer of the tug boat J. K. Cowen.

Mr. Hewitt entered service on tug boat A. C. Rose as oiler and engineer in February, 1888, and stayed on that boat until 1894, when he was placed on tug Baltimore. There he remained as engineer until 1897, when he was transferred to the tug Narragansett and was in service thereon for three years. He went on the tug John K. Cowen in 1900, and is still working on that boat as chief engineer.

His record is one to be proud of; he has never suffered a suspension, and as a mechanic and man is rated high among his fellow workers. He is very modest, in fact almost to the extent of being shy in meeting other than the men with whom he works.

His interest in the members of the crew on the boat is shown by an ash hoist made to lighten the labors of the crew as well as to facilitate the movement of the boat. The old method employed to get ashes out of boat to scow takes one hour. With the steam hoist made by chief engineer Hewitt it can be done in twenty-five minutes. His engine is his pet, and the writer has yet to learn of a machinery failure on a boat on which he has worked as chief engineer. His twenty-seven years of service do not show in his appearance. One would say he was but thirty years of age now.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. Groeling, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. Syze	Chairman, Assistant Superintendent
B. F. Kelly	Vice-Chairman, Trainmaster
C. M. Davis	Secretary, Trainmaster's Clerk
W. B. Redgrave	Engineer Maintenance of Way
J. S. Sheafe	Master Mechanic
A. Conley	Road Foreman of Engines
F. Peterson	Supervisor of Station Service
Dr. F. DeRevere	Medical Examiner
W. L. Dryden	Signal Supervisor
E. Alley	Track Supervisor
J. B. Sharp	Coal Agent
J. Johns	Master Carpenter
J. A. Campbell	Captain of Police
J. A. Larkin	Chief Train Dispatcher
D. Buckley	Passenger Engineer
T. May	Fireman
M. W. McGarvey	Freight Conductor
F. J. Banks	Freight Trainman
John Gay	Yard Conductor
M. Allen	Foreman
W. L. Atcheson	Carpenter Foreman
H. Erwood	Carpenter
M. Mancusi	Section Foreman
H. Smith	Shop Foreman
P. Garrity	Car Inspector
J. Trainor	Car Repairman
E. L. Hand	Freight Agent
E. Decker	Freight Agent
E. W. Evans	Terminal Agent

On July 1st, 1915, the Brotherhood of Locomotive Firemen of the Staten Island lines held an excursion to Forest View Grove on the Hudson. The affair was largely attended and everyone who took the trip had an enjoyable outing. The accompanying picture was taken aboard the boat and consists of the members of the arrangement committee. They are as



COMMITTEE ON ARRANGEMENTS—EXCURSION OF B. of L. E., STATEN ISLAND LINES

follows: Top row, left to right, J. O'Brien, chairman; George White, George Hartman, secretary, Wm. Dolan; middle row, Henry Kowsky, John Hurley, Jos. Kretz, Andrew Kelly, Larry Mohr; bottom row, Jos. Goetz, treasurer; James Silk, and James Searl.

Effective July 1st, Walter A. Deems was appointed master mechanic of the Staten Island lines vice J. S. Sheafe. Mr. Deems was formerly master mechanic at Glenwood shops.

Frederick Rickhow, foreman painter, with his wife and daughter are making a tour through the west and will visit the principal cities.

Harry Lawrence and his wife spent their vacation at Newport, R. I. While there Harry attended the wedding of his sister and acted as best man.

Conductor Harry Williams and family are spending their vacation at Pine Hill, N. Y.

Conductor D. B. Hayes is enroute to Detroit via Buffalo on his usual tour of the country.

John McGowan, extra dispatcher, has just returned from a very interesting visit to quaint old Richmond, Va.

D. A. McLaughlin, yardmaster at Cranford Junction, is spending his vacation at Meyersdale, Pa., with his folks.

Andrew Volpi, yard clerk, St. George, is again back in the harness after spending a very pleasant vacation at Montauk Point, L. I.

On July 8, 1915, Miss Mildred L. Barnes, our once most popular ticket agent, took the desperate leap, fireman Albert Nichols being the lucky one to win her for a life partner.

S. G. Eilenberger, assistant trainmaster, is again back at the desk after spending his vacation at Washington.

Work on transfer bridge No. 1, St. George, is being carried rapidly along.

The ferryboat "Castleton," formerly the "Erastus Wiman," which at one time was operated by the S. I. R. T. between Staten Island and Manhattan, is now plying between Manhattan and Atlantic Highlands, N. J.

Good progress is reported on the Pennsylvania Avenue grade crossing elimination.

A force under Charles Van Clief, inspector, is working on the retaining wall at Bay Street, Clifton.

J. T. Furman, timekeeper maintenance of way department, recently made a flying trip to Atlantic City.

W. L. Dryden recently inspected the new interlocking plant at Pawtucket, R. I.

Pasquale Maggio, signal repairman, made a trip to Wilmington, Del. Mr. Maggio has been in the employ of the Company twenty-nine years.

Theodor Joslin, carpenter, is spending a week with his family at Laurel, Del.

The German picnic held at Harmony Schuetzen Park, Grasmere, July 10th, proved to be a great success. Approximately 25,000 people attended and most of the traffic was handled by our railroad. It was necessary to run special trains between St. George and Grasmere to handle the large crowd; the last of the travel not being cleaned up until about 3.30 a. m.

The funds created by this picnic will be used for the benefit of German boys and girls made orphans by the present war.

The accompanying picture is of John J. Killeen, who is being congratulated upon his appointment to night stationmaster, St. George Terminal. John first entered the service as a laborer March 5th, 1895, and was promoted to towerman June 27th, 1899. The latter position he filled so diligently as to merit his recent appointment to night stationmaster.

John possesses the necessary qualifications to make a very good terminal man, and he enters upon his new duties with the best wishes of his friends.



J. J. KILLEEN

PHILADELPHIA DIVISION

Correspondent, J. C. Richardson, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

P. C. Allen.....Superintendent, Chairman
W. T. R. Hoddinott.....Trainmaster
F. G. Hoskins.....Division Engineer
J. Kirkpatrick.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
F. H. Lamb.....Division Claim Agent
T. B. Franklin.....Terminal Agent
Dr. C. W. Pence.....Medical Examiner
George Rule.....Freight Engineer
C. C. Hile.....Freight Fireman
Shelly Larkins.....Road Conductor
Otto Pischke.....Yard Brakeman
W. B. Dauer.....Boilermaker
J. M. Kavanaugh.....Car Repairman
R. C. Action.....Secretary to Superintendent, Secretary

"Tommy" Statts, on the 27th of July, completed twenty-five years of braking for conductor Frank Bender of this division. This speaks mighty well for both these men. It takes exceptionally good dispositions to enable men as closely associated as conductor and brakeman to team together for a quarter of a century without a "split." "Tommy" looks good for another twenty-five years on line.

W. F. Gatchell, who has been relief agent for some years, was on June 28th appointed ticket agent at Delaware Avenue, Wilmington, Del., vice J. E. Hitch, transferred.

J. E. Hitch, who has been agent, Delaware Avenue, Wilmington, Del., has been appointed relief agent, Philadelphia Division, which position he held for a number of years.

J. Kirkpatrick, master mechanic, recently visited friends at Newark, Ohio, and other points.

J. W. Martin, machinist, East Side, is spending his usual vacation at Roanoke, Va., with Mrs. Martin.

J. B. Miller, telegrapher, Newark, Del., is spending his vacation on a fishing trip in Maryland.

E. G. Benjamin, agent, Boothwyn, Pa., with Mrs. Benjamin, is spending his vacation in Savannah, Ga. Benny writes that they are having a splendid time.

J. E. Moore, locomotive engineer, who holds down the Race Street night switcher, sends us a postal from New Orleans, La., where he is spending a few days.

Lee McClure, our efficient file clerk, has just returned from a sea trip from New York to Halifax, Nova Scotia, and St. John, Newfoundland.

BALTIMORE DIVISION

Correspondent, W. H. Schide, *Superintendent's Office,* Camden

DIVISIONAL SAFETY COMMITTEE

M. H. Cahill.....Chairman
J. P. Kavanagh.....Vice-Chairman
T. E. Stacy.....Secretary Y. M. C. A. Riverside
E. K. Smith.....Secretary Y. M. C. A., Brunswick
G. H. Winslow..Secretary Y. M. C. A., The Wash. Term. Co.

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Claim Department

R. B. Banks..... Division Claim Agent, Central Building

Transportation Department

S. A. Jordan..... Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden
E. C. Shipley.....Road Foreman of Engines, Riverside
H. F. Howser..Road Foreman of Engines, Harrisonburg, Va.
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington, D. C.
W. E. Shannon.....Transfer Agent, Brunswick
A. M. Kinstendorff.....Agent, Camden
F. J. Breidenback.....Mt. Clare Junction
C. G. Bastian.....Freight Conductor, Riverside
A. W. Ecker.....Freight Conductor, Riverside
R. M. Bowman.....Freight Fireman, Riverside

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden
C. A. Thompson.....Signal Supervisor, Camden
E. E. Peddicord.....General Foreman, Locust Point
G. A. Norris.....Water Station Foreman, Mt. Clare
L. C. Bowers.....Supervisor, Washington Junction
E. D. Calvert.....Supervisor, Winchester, Va.
B. J. Doniecki.....Track Foreman, Camden
N. M. Atkinson.....Track Foreman, Camden
J. M. Leakin.....Bridge Inspector
J. J. Parsons.....Janitor, Camden

Motive Power Department
Line of Road

A. K. Galloway.....Acting Master Mechanic, Riverside
Wm. Battenhouse.....General Car Foreman, Riverside
E. B. Cox.....Car Foreman, Locust Point
M. E. Akers.....Car Foreman, Brunswick
V. A. Bailey.....Car Inspector, Curtis Bay
T. M. O'Leary.....Car Foreman, Washington, D. C.
S. H. Rollison.....Carpenter, Riverside
H. F. Anderson.....Car Inspector, Camden

LOCUST POINT

Mrs. R. F. Gaither, wife of the general yardmaster of Locust Point yard, met with a very unfortunate accident, and as a result is at present confined to her home.

Many interesting ball games are being played during the noon hour at Locust Point between the yard force, elevator force and the repair department. Late reports show the yard force leading the race, with the repair department running a close second.

Clerk Hartung has returned from a trip to Michigan, where he visited friends.

J. J. Driscoll, dispatcher at Locust Point, has been promoted to assistant yardmaster under E. C. Johnson at Curtis Bay. This will be pleasing news to his many friends.

Bob Craig, car inspector, spent his vacation at Mt. Jewett, Pa., accompanied by Mrs. Craig.

ELECTRICAL DEPARTMENT
BAILEYS

J. R. Starry, road foreman, accompanied by his family, recently spent two weeks motoring through Maryland and Pennsylvania.

James Everette, combination man, recently attended a family reunion at the home of his parents, Berkeley Springs, W. Va. "Jimmie" claims that it is quite a novelty getting acquainted with one's relatives.

Edward Bennett, clerk to the storekeeper, contemplates purchasing an automobile. "Here's hoping," as we certainly enjoy riding in a "bubble wagon."

J. J. Colbert, combination man, was married recently to Miss Laura Brown, of Baltimore. The marriage was solemnized at the Fourteen Holy Martyrs Church, after which a reception was held at the home of the bride. The employes of this department attended in a body. Mr. and Mrs. Colbert received many valuable and useful presents, among them being a silver service tea set given by the employes of the electrical department. The boys all unite in wishing them happiness.

A. R. Mitchell, road foreman, and family, spent ten days at Rock Hall, Md. "Orgie" now has a new coat of tan.

Richard Herbert Saffield, shipping clerk for the storekeeper, intends running for the job as mayor of Lakeland. The position is honorary, there being no salary.

Johnnie Winters, relief operator at the sub-stations, has been dividing his time between Mt. Clare and Mt. Royal, so that the operators can take their vacations.

Harry Rutledge, sub-station operator at Mt. Clare, spent his vacation on his farm in York County, Pa.

R. L. Offley, sub-station operator at Mt. Royal, returned from his vacation, with considerable space on his upper lip occupied. "Off" is training it in true "Charlie Chaplin" style.

Question—"Why don't 'Bill' Peregoy get married?"

Duke Deleaney, stenographer to the general foreman, intends spending his vacation in Cleveland, Niagara Falls and the Thousand Islands. We are of the opinion that the "Duke's" next trip will be his honeymoon.

Frank Klenck, wife and son, spent Independence Day in New York at the home of Frank's parents.

The stork visited the home of Willie Welch, repairman at the motor siding, and left a baby girl. This is the third time the stork has made a visit to Willie's home in the past three years.

Lucien Mills spends Sundays with his wife and the seven little Mills's at his home at Actaquan, Va.

Harry Barry, wireman, has purchased a lot at Rognel Heights and intends building at once. We can scarcely await the completion of the new home, as Harry has promised a house warming with the electrical department employes as guests.

Frank Brown, terminal electrician, has purchased a one carat sparkler set in a Tiffiney setting. Well, you know the usual result.

M. T. Douty and family spent a week at the home of his parents at Gloucester Point, Va. Get "Mart" to tell you how many fish he caught.

"Dad" Barry, the wireman who always smiles, will live with his son Harry upon the completion of his home at Rognel Heights.

"Busy Berthas," "Quick, officer," Jim Gardiner claims to be the best looking man in the department. "Watson, the needle."



THE ANNIVERSARY SUPPERS OF THE WASHINGTON TERMINAL Y. M. C. A. ARE ALWAYS WELL ATTENDED AND ENTHUSIASTIC. THIS YEAR THE ATTENDANCE RECORD WAS BROKEN AGAIN

The Linemen and Wiremen baseball team defeated the Electrical Repair Shop team by the score of sixteen to eleven. The game was featured by a home run hit by Jack Poe, who not only surprised himself but everyone present. This was Jack's first game in fifteen years.

Fred Welde, terminal electrician, was in charge of the electrical lighting equipment on the Congressional Special which left Cincinnati over the Baltimore and Ohio for the Panama Pacific Exposition. Fred remained with the special during the entire trip.

D. W. Landes, construction gang foreman, contemplates spending his vacation visiting relatives in Oklahoma City, Okla., and Tucson, Ariz.

Big Jim Gregory, the smiling machinist, never tires of telling wonderful tales of Jim, Jr. Although only one year old, Jim leads us to believe that the junior has a full set of teeth and speaks three languages.

Emory Childs spends his spare time gathering eggs laid by his prize winning white leghorns.

Harry Treffinger, wireman, who was badly burned by coming into contact with a high tension wire in Cleveland, Ohio, is rapidly recovering. Harry expects to return to work about the first of August.

"Jake" Gueber is of the opinion that once you lose your hair, it can never be restored. Watching Jake's head getting shinier each day, we heartily agree with him.

Jean Peters simply will not stop having his pictures taken. Jean is some poser and it would not surprise us to hear of his being in the movies some day.

Wonder what the attraction is in Oil City, Pa., for Bates Ramsburg.

Charles Hoey, shop foreman, and wife, spent several days in New York recently. It is easy for Charlie to take these trips as there is nothing but a fence running around his house.

WASHINGTON TERMINAL

Correspondent, G. H. Winslow, *Secretary* Y. M. C. A.

The Terminal Railway Y. M. C. A. has organized two baseball leagues for the season. The morning or Sunrise league is composed of men working nights, and the afternoon or Sunset league composed of men working during the day.

There is much interest and enthusiasm manifested in the leagues, the games being closely contested. J. A. Handiboe handles the indicator with N. T. Worley as official scorer.

Plans are being made by the Physical Work Committee for holding an outdoor athletic meet in the fall. A number of the men have started to train for the contests.

The houses on D Street and Massachusetts Avenue, northeast, between First and Third Streets are being torn down to enlarge the plaza plan. The improvements consummated, and the completion of the others which are planned, will make the approach to Union Station the best of any in the country.

Every detail is in keeping with the idea of the "City Beautiful," and the first impression of visitors coming to the city will be one of pleasure.

W. W. Tenny, for five years assistant physical director at the Central Branch Y. M. C. A., has been selected as physical director of the Terminal Railroad Y. M. C. A., and is coaching the men in the various outdoor athletic exercises.

The membership of the Terminal Railroad Y. M. C. A. has passed the one thousand mark, and the men do not want to stop here. Their desire is to increase the membership until it reaches the twelve hundred mark.

The Seventh Annual Anniversary Supper was attended by 575 railroad men, and was thoroughly enjoyed by them. B. R. Tolson, presided. Reports were given by A. J. Rider, E. Foulke and G. H. Winslow. Addresses were made by W. B. Wilson, secretary of labor; F. D. Roosevelt, assistant secretary of the navy; and Louis Brownlow, commissioner of the District of Columbia.

The room was tastefully decorated in the national colors and also in the railroad colors, red, white and green. The decoration was under the direction of T. F. Foltz, assisted by Frank Hall.

The association orchestra, C. W. Guest, director, provided a musical program.

WASHINGTON, D. C., FREIGHT STATION

Correspondent, W. H. Whitney, *Chief Clerk*, Washington, D. C.

When our station messenger arrived the other morning with the train mail he brought with him a very welcome addition to his usual mail bag in the shape of a large package of the July issue of the Magazine. We were all glad to welcome back an old friend, and sincerely hope that the Magazine has now come to stay for good.

The "Saturday afternoon off" movement has recently been inaugurated at this station, one-half of the force being away one Saturday and the other half enjoying the privilege the next week-end. This arrangement meets with great appreciation on the part of the boys, who are all only too glad to take their share of the other fellows' work during their absence; and it also affords an occasional opportunity for the "fans" to visit the baseball park and see the Washington nine win (?) a game once in a while.

The universal slogan, "Clean Up—Paint Up" has reached this station, and the large sign

at the entrance to our yard has recently been repainted and bears the legend "BALTIMORE AND OHIO RAILROAD FREIGHT YARD" in letters large enough and bright enough to be seen from every train that enters the "Y" as it approaches the city.

Car record clerk J. H. Huhn spent his vacation this year "painting up" his home and doing all kinds of fixing up. He states, however, that if he ever gets another vacation he will take a rest somewhere away from Washington.

George Seidenstricker, of the accounting department, Baltimore, was the guest of cashier W. Y. Stillwell at the annual outing of the Washington Traffic Club at Chesapeake Beach on June 26th, of which club our agent, D. M. Fisher, is the president. According to the reports brought back by Messrs. Fisher and Stillwell, this annual outing was one never-to-be-forgotten grand time. No doubt "George" will report fully to his Baltimore friends on the affair.

T. A. Kavanagh, chief clerk at Pier 22, New York, was Mr. Fisher's guest at the outing, and spent the following day with his host enjoying some of the sights of our beautiful capital. Mr. Kavanagh has undoubtedly regaled his New York friends with an interesting account of his week-end trip to Washington.

Waybill clerk W. L. Santman took advantage of the double Fourth of July holiday to visit Hagerstown, Md. We think the Cumberland Valley has other attractions for "Lee" besides the beautiful natural scenery.



J. L. MAPHIS

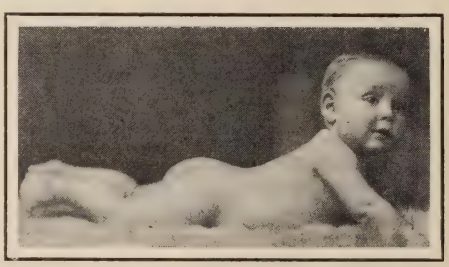
O. S. & D. clerk W. E. Hayghe resigned recently to take a position with the Southern Railway Company in this city. We all wish "Will" success in his new undertaking.

J. L. Maphis, formerly chief clerk to the superintendent of the then Shenandoah Division at Winchester, Va., was recently made collector of internal revenue for that city. Mr. Maphis was educated in the public and private schools of Virginia, and entered the service of the Company in May, 1877, as checkman at Edinburg, Va. He became operator and agent, and then engaged in general mercantile business at Stephenson, Va., from October, 1877, until August, 1886. He was appointed chief clerk to the superintendent at Winchester, Va., August, 1886.

He has a wife, two daughters and two sons, the oldest son being connected with the commercial freight agent's office in Washington, D. C.

WASHINGTON FREIGHT YARDS

The accompanying picture is of Master Willard Lee Grubb, the twelve months old son of Mr. and Mrs. C. W. Grubb. Mr. Grubb is one of the road brakemen at Washington and he says he is going to have his son follow in his footsteps.



WILLARD LEE GRUB

Just a word from the employes of the freight yards at New York Avenue in the Capital City. We were all very pleasantly surprised when we received our supply of Magazines in the latter part of June, and we think that it is the best issue that has been printed up to date.

Conductor G. H. Miller still holds the championship for attending the movies. Gus sees from three to five every night and on Sunday goes early and takes his lunch with him.

Dick Nicholas, operator at "QN" Tower, has a new Metz auto and had to go down and say "Good morning, Judge" a short time ago for speeding and not knowing about the traffic laws of Washington. No one seems to know what the judge said to him but we note that he consumed seven hours going from Washington to Washington Junction with that same Metz last week. He also has a book on traffic laws of the city which he prizes very highly.

Brakeman Edward Nelson has returned to duty after a two weeks leave, which he spent

looking after his farm at Laurel, Md. Ed. says that if the dashing rains keep up he will be able to pick a good crop of sand stones along with the potatoes, if the bugs don't get them first.

B. H. Boyle, one of our road brakemen, has at last come to the conclusion that it is as easy to keep two as one and after having a short talk with the license man he left with the papers and the girl for the preacher's house and it is all over now.

The "Stork," "Dressmakers" and "Milliners" have formed a triple entente at Mt. Clare, as during the Fourth of July holidays girls were given to the following employes: On July 4th, A. E. Clarke, brakeman; on July 5th, J. M. Ohle, yardmaster; on July 6th, J. N. Faherty, conductor.

MOUNT CLARE SHOPS

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

P. CONNIFF.....Superintendent Shops, Chairman
H. A. BEAUMONT.....General Foreman, Sub-Chairman, in charge of Car Department
W. G. BROWN.....Inspector, Erecting and No. 3 Machine
PAUL ELDER.....Machinist Erecting Shop
J. P. REINARDT....Fire Marshall, Axle and Blacksmith and Power Plant
WALTER GRAVES.....Material, Boiler Shop
W. B. MAYNARD.....Molder, Brass and Iron Foundries
R. LITCHFIELD.....Machinist, Nos. 1 and 2 Machine
W. D. LENDERKING..Pipe Fitter, Pipe, Tin, Tender and Tender Paint
CHAS. J. LEHMEN.....Clerk, Printing Department
E. E. HANEKAMP.....Clerk, Freight Car Repair Track and Middle Yard Repair Track
J. W. SMITH..Car Builder, Passenger Car Erecting and Paint
L. BEAUMONT....Shop Carpenter, Cabinet Shop and Saw Mill

C. J. Lyman is in the market for a twentieth century can opener, as he is troubled somewhat with a tin ear. On a recent trip to Altoona, Pa., with Messrs. J. C. Brooke and A. G. Walther, he was invited to partake of a piece of watermelon but refused, thinking they had said "buttermilk."



F. S. TORBACK
Erecting Shop Foreman at Mt. Clare



J. J. SMITH
of Mt. Clare Shops, at Atlantic City

John Myers, formerly piecework inspector in No. 1 machine shop, has been transferred to the iron foundry.

R. Taylor, of the superintendent shop's office, who recently completed his apprenticeship, has been appointed piecework inspector and assigned to No. 1 machine shop.

Atlantic City, with its spacious boardwalk, large ocean piers and salt water bathing, seemed to have great magnetic powers over the fourth, as quite a few of the Mt. Clare boys were seen there during the two-day holiday. Messrs. L. A. Heinzenberger, piecework inspector in No. 2 machine shop, and Dan E. Fitzgibbons, piecework inspector in erecting shop, were on the beach together. Dan said that the attractions at the seashore were up to the minute, but that the attractions on Druid Hill Avenue are equally as strong or surpassing those of the seashore is quite evident, as Dan was seen "beating it home" much earlier than was expected. We think it is all over now but the rice and old shoes.

In the death of W. Walker, assistant foreman of the air brake shop, we lost one of the long-service employes of Mt. Clare. Mr. Walker was born February 14th, 1858, entered the service December 14th, 1875, and died June 21st, 1915, after almost forty years of continuous service. He was the first air brake man on the Baltimore & Ohio, having been sent to the Westinghouse Company at the time the air brakes were adopted on this railroad to become acquainted with their operation. Upon his return he was made foreman of air brakes at Mt. Clare, which position he held until five years ago, when he was succeeded by W. S. Everly, the present foreman, and became assistant foreman.

Among those who attended the A. M. M. A. and M. C. B. Convention at Atlantic City in June were: Messrs. P. Conniff, superintendent shops; J. McDonough, general foreman; F. S. Torback, erecting shop foreman; C. B. Woodworth; J. J. Smith; J. J. Conen, and J. P. Woodward.

"Continual Performance" Moran goes on his vacation shortly. All aboard for Grafton.



J. P. WOODWARD
at Atlantic City

W. G. Hooper, the little man of the air brake shop, has been appointed to succeed Mr. Walker, and we all predict a successful administration for him.

J. Morris, piecework inspector in the iron foundry, has obtained a leave of absence.

Piecework inspector Beall, of the tool department, recently spent a few days with his family automobiling in the mountains of Maryland and West Virginia.

The boys have been wondering why our hustling storekeeper, F. E. Johnson, has been wearing such a broad smile of late. No wonder—the stork left a fine pair of twins at his home.

A. G. Moler, machinist in No. 2 machine shop, has launched his ship on the sea of matrimony. After a short honeymoon in the Carolina pines he has returned to duty with the happy expression of the newly married man.

The accompanying is a faithful representation of our friend J. Bauers of the storekeeper's force, from the pen of Charles Baumgartner. Attention is called to the pleasure he takes in his work.



J. BAUERS

Assistant shipping clerk Collings and material distributors Rothstein and Shivers have received visits from the stork and are very proud of their youngsters.

PERSONNEL OF THE SUPERINTENDENT SHOPS' OFFICE, MOUNT CLARE.

Of course we hate to talk about the bunch that houses here,
But now and then we feel that we must make our meaning clear,
So we construct some poetry, 'cause constructing's in our line,
And we will try to occupy a little of your time
To talk about our lovely selves, and blow our little bag,
And give our many friends a chance to see how we can wag.
Well, to begin our story, there's Billy Gordon now,
The honest sweat continually stands out upon his brow,
And Harry Grace (God bless his face), he smileth so serene
That you can hardly think that any wrong he's ever seen.
Now "Foxy Thompson," he's the guy that helps Friend Harry out,
At night time, so they tell me, he's a regular runabout
Jim Whelan, human gatling gun, sits at the S. O. desk
Along with "Lostis Buttons," the biggest canoe pest.
"Judge" Pilson says that England will "bring the bacon home,"
You see he's not responsible, he's dippy in the dome.
Frank Dasch and Heine Hendricks are the loyal German crew,
These two and "Moses" Renehan are always in a stew.
Kid Krieb and Thomas Jackson, oh! what a lovely pair,
Between the two they often put the office in the air.
And then there comes Paul Renno, our "would be" engineer,
If he's not here he's there, and if not there he's here.
Cliff Lowe, another canoe bug, is Gordon's stenographer;
And Harry Armstrong's English wit can always stir up laughter.
Pentz is the cutest little thing that's in the office now,
Like Cooper, he's as pretty as a skinny, crippled cow.
That old plug Daniel Buckley is a war horse of renown,
And "Flivver Gettier" and he just won't be taken down.
Our new boy Willie Whaling still makes his rich mistakes—
Across from him sits Michel, who stuffs his face with cake.
Our "dom foine little Mannion" is Irish to the core,

When "Beans" has to check up for him, you hear somebody roar,
And Chris, the faithful messenger, is always on the job
When it comes to getting grub for this great big hungry mob.
And last of all there's Forwood, he's everybody's friend,
With him we'll finish talking and let this story end.

CUMBERLAND DIVISION

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

DIVISIONAL SAFETY COMMITTEE

S. T. CANTRELL.....Acting Superintendent, Chairman
W. TRAPNELL.....Assistant Superintendent
J. W. DENEEN.....Trainmaster
P. PETRI.....Division Engineer
T. R. STEWART.....Master Mechanic
L. J. WILMOTH.....Road Foreman of Engines
DR. J. A. DOERNER.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. S. HARIG.....Claim Agent
W. E. YARNELL.....Assistant Trainmaster
E. DWIGGINS.....Freight Engineer
D. L. CLAYTON.....Freight Fireman
W. J. CATHERS.....Freight Conductor
C. P. ARNOLD.....Yard Brakeman
S. H. STORER.....Machinist
C. W. ROBINSON.....Car Inspector
T. R. REES.....Secretary to Superintendent

J. E. Barnhart, maintenance of way timekeeper, was called to the Wheeling Division, July 14th, to act as maintenance of way clerk during illness of present clerk.

F. A. Tole, clerk to road foreman, had a great time on his honeymoon.

The clerks in superintendent's office, Cumberland, have built a fine tennis court back of the station. The organization is called the Queen City Tennis Club, and consists of fifteen members. Some good players are being developed.

C. L. Munson, of the employment and discipline bureau, dropped in to see his friends in the superintendent's office last week. We surely were glad to see him.

The following talk was given by operator B. A. McCullough of Sir John's Run, W. Va., at the employes' meeting at Keyser on June 17:

"There seem to be a few among the Baltimore and Ohio employes who show antagonism to their employers and the Company they represent. Such men as the above—named are less to be desired, as we figure it, than that class which is always listening for the dinner bell to ring or the six o'clock whistle to blow. The Company is to be congratulated because it has only a small percent. of this class of employes, and we should guard well against them lest our whole moral fabric be corrupted.

"We are given positions by what we like to call 'Our Company' and I, employed on this division since 1901, feel that we have been treated superlatively fairly and that all whose services and capabilities have justified it, have been given advancement in wages frequently and elevation to better positions or opportunities for the same if they desired it. In view of this we have nothing to complain of, and I feel that the assertion would not be overdrawn if we should say that we are a contented Baltimore and Ohio family.

"We like our road because its system of operation has embodied in it, among many other important features, three great factors, viz.: Safety, Efficiency and Economy. Without these great principles no railway, in this modern age, can long endure.

"We believe in our road because its management is composed of some of the foremost men of the country. Not only have they by their superior engineering skill surmounted every physical barrier that has impeded their way, but by long experience and close adherence to the most scientific and safe business methods, have passed safely through some of the most threatening financial panics in the history of railways.

"Our president, Mr. Willard, surrounded by a cabinet of live wire assistants, has expended millions of dollars in bringing the System up to a higher physical standard, and making it one of the leading trunk lines of the east. Our road has suffered appalling reverses by reason of floods, fires, etc., and has passed through adversities innumerable, but like a veteran mariner who knows the paths of the sea and where are the hidden rocks and treacherous shoals, our management is always equal to the occasion and because of its enthusiastic efforts and honesty of purpose, we belive that it will continue to carry forward the gigantic task and to achieve success to such a notable degree that it will always hold a pre-eminent place among railroads and will advance the interests of all associated with it and of this country.

"When we consider the improvements on this division, we think of the low grade line at Cherry Run. While it is probably not the only advantage that was anticipated, yet it means a saving of an enormous amount of money. Think of the cut-off from Pattersons Creek to McKenzie and what it means; think of the auxilliaries and slow speed tracks on this division; think of the enlarged and improved equipment in the various departments; and greatest of all, think of the Magnolia Cut-off. It is a towering monument to Baltimore and Ohio engineering skill, economy and progressiveness.

"The sole object I have in writing this is that we may strengthen our confidence and make greater efforts in behalf of our Company, because it is worthy of and deserves the best we have in us. Let us, therefore, with unrelenting determination and unabating energy make our allegiance to our Company become a living, progressive force. And be not ignorant of the fact that our Company's enlarged success means greater success for ourselves."

MARTINSBURG SHOPS

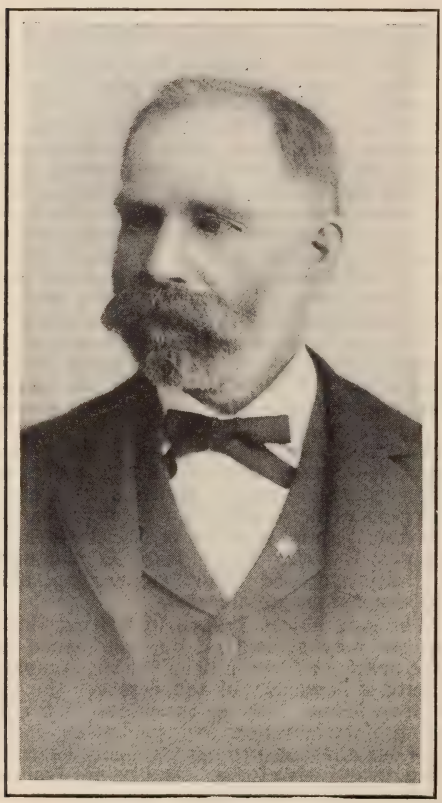
Correspondent, W. L. STEPHENS, *Ass't Shop Foreman*

Ernest Ohle, night yardmaster, is off duty on account of illness. The night trick is being ably filled by J. W. Williams.

Chris Dailey, crane man, is still suffering from an injury received several weeks ago. It is the hope of all that he may soon be able to resume duty.

The Martinsburg Veterans' Association are busy planning their semi-annual outing to be held in Berkeley Springs on August 12th. Berkeley Springs is an old but famous mountain city, steeped in lore and reminiscences of the early days of the republic, and has had the honor of having for its citizens some of the most distinguished of our early great men. President Brantner and his association promise a splendid time to all who attend. Invitations have been extended to the Baltimore and Brunswick associations and to all railroad employes, their wives and friends.

William Westrater, a pensioned conductor, died at his home in this city on April 11, 1915, after a useful life of nearly seventy-seven years. He was born in Rotterdam, Holland, and came to this country with his parents in 1847, the family locating in Zealand, Mich., where he grew up on a farm.



WILLIAM WESTRATER

On July 14, 1861, he enlisted in Company K, Lincoln New York Cavalry, and re-enlisted on January 1st, 1864, and served until discharged with full honors on June 27, 1865. During his war career he was captured and taken to Libby prison. After three months he was exchanged and at once returned to his regiment, serving therein until the close of the war. On November 1, 1865, he married Miss Catherine Ringer of this city. Of this union six children were born, five boys and one girl, and to the latter was given the great honor and pleasure of being the stay and comfort of father and mother in their declining years. The widow survives.

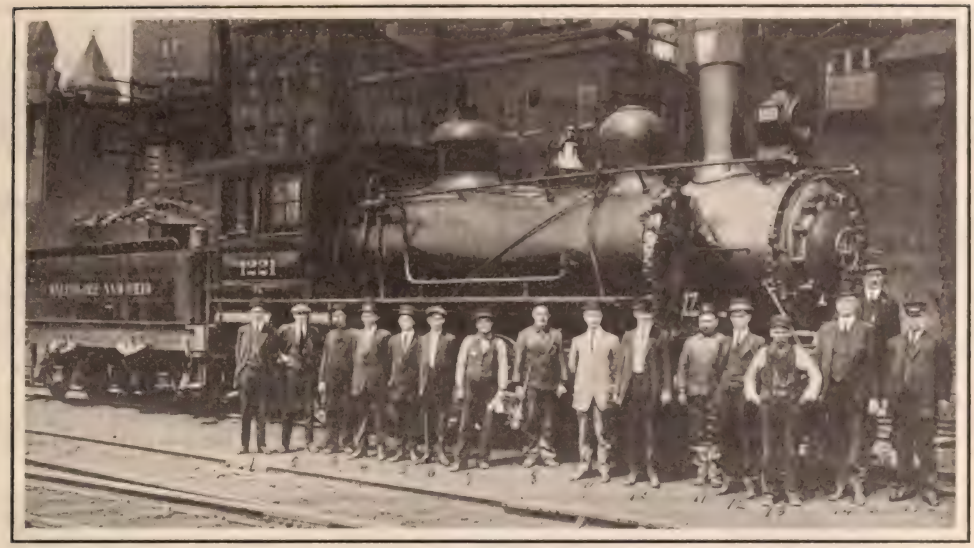
Conductor Westrater entered the employ of the Company in the early spring of 1866 as brakeman. For faithful service he was promoted to conductor in 1868, continuing in the service until December, 1903, when he was retired on a pension. He was always known as an efficient man, honored by his superiors, and admired and respected by all who knew him.

For over forty-seven years he was a faithful member of the 1st M. E. Church, in whose sacred councils he served his Master well. He was also a member of the Masonic and Odd Fellows' fraternities, the G. A. R. and the Baltimore & Ohio Veterans' Association.

Andrew Jackson Ringer, a veteran employe of the Company, died on June 11, at the advanced age of eighty years. Mr. Ringer entered the employ of this Company in 1853 as a trackman, but within a few years he was promoted to the train service. He served us until the outbreak of the civil war, when he went to the Louisville & Nashville, serving there during the war. After the war he returned to the Baltimore & Ohio as freight conductor and continued as such until retired on a pension some years ago. Uncle Jack was one of the oldest members of the local association of veterans and was a popular man, with a host of friends. He was well known by all the men of this division and the news of his death will cause profound regret to all who knew him.

Charles Clayton Mock, for twelve years proprietor of the restaurant in our station, died in the city hospital, where he was being treated for blood poisoning. Until coming to Martinsburg, Mr. Mock had served eighteen years with the Company as a carpenter foreman. During his twelve years in charge of the station restaurant he won many friends, both among the traveling public and the employes, who will miss him from his accustomed haunts along the road. He was aged fifty-four years and a member of the order of Red Men and Loyal Order of Moose.

Mrs. Ann A. Thomas, widow of Wilbur F. Thomas, and mother of track foreman S. W. Thomas, of Kearneysville, W. Va., died on June 25th at the home of foreman Thomas, with



GRAFTON YARD ENGINE No. 1221 WITH OFFICIALS AND EMPLOYES

whom she lived. Mrs. Thomas had spent a long and useful life of seventy-two years, the latter part of which was fraught with much suffering. Several years ago she sustained a fall from which she never fully recovered. Five daughters and one son survive.

MONONGAH DIVISION

Correspondent, C. L. Ford, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. M. Scott ..... Superintendent, Chairman
E. D. Griffin ..... Trainmaster
E. T. Brown ..... Division Engineer
M. H. Oakes ..... Master Mechanic
T. K. Faherty ..... Road Foreman
J. O. Martin ..... Claim Agent
Dr. C. A. Sinsel ..... Medical Examiner
H. T. Cole ..... Machinist
R. Roush ..... Conductor
W. A. Mitchell ..... Conductor
H. O. Bailey ..... Engineer
A. R. Malone ..... Fireman
J. S. Watkins ..... Car Builder
P. B. Phinney ..... Agent
S. H. Wells ..... Agent
J. D. Anthony ..... Agent
R. R. Hale ..... Agent
E. J. Hoover ..... Agent
W. C. Barnes ..... Secretary

The above photograph shows Grafton yard engine No. 1221, which has the record of being one of the cleanest looking yard engines on the System. This speaks well for both day and night crew. Captain Mitchell takes great pride in keeping his engine clean. The names of the employes shown in the picture are:

1—W. Beverly, general yardmaster; 2—C. Poe, yard clerk; 3—J. B. Gatrell, coach foreman; 4—F. Reed, chief clerk to general yardmaster; 5—J. J. Vandegrift, clerk; 6—W. Rechenburg; 7—W. A. Mitchell, conductor; 8—J. Hussion, engineer; 9—G. H. Turner, division engineer; 10—F. J. Patton, chief clerk; 11—O. E. Lance, fireman; 12—Jas. McClung, chief dispatcher; 13—J. Newtor, brakeman; 14—J. M. Scott, superintendent; 15—P. Judge, stationmaster; 16—Dr. C. A. Sinsel, medical examiner; 17—E. Ware, brakeman.

R. T. Brooks, maintenance of way timekeeper, who ran as a dark horse candidate for delegate to the Relief Department convention which was held in Cleveland, Ohio, won by a big majority. Little did he think, when elected as a delegate, that he would be made one of the members of the advisory committee.

Captain Brooks is a very accommodating young man and will make a good committeeman, and he is receiving congratulations from his friends upon his election.

E. J. Hoover, agent, at Buckhannon, has been trying out the roads in his new motor car.

W. B. Compton, Camden-on-Gauley; J. D. Griener, Roanville; R. H. Woofter, Allingdale; W. A. Harrison, Burnsville; H. C. Beverage, Wolf Summit, and J. E. Maxwell, Wilsonburg, have been enjoying vacations.

C. M. Baker, of Arnold, is spending his spare time cultivating the soil and is producing some fine garden truck.

Born on May 30th to Mr. and Mrs. T. C. Thornburg, a son, weight eight and one-half pounds; name, Thomas Collins Thornburg, Jr. Mr. Thornburg is the chief waybill clerk at freight station, Fairmont.

Since the last issue of the Magazine, Carson Mason, cashier's clerk at freight station, Fairmont, journied to the state of Kentucky, where he was married to Miss Agnes Hogg. They now reside at 8th Street, Fairmont.

We are glad to learn that Mrs. F. G. Barnes has recovered after an illness of about six weeks. Mrs. Barnes is the wife of our popular night ticket agent, F. C. Barnes, Fairmont.

We are glad to note that there have not been any personal injuries at the freight station, Fairmont, during the past month.

On June 26th, 1915, at nine o'clock, at the Presbyterian parsonage in Grafton, there occurred the marriage of Dennis Selvey and Miss Laura Long. Miss Long is the popular young daughter of Mr. Harry Long of Maple Avenue, this city. Mr. Selvey is employed as delivery clerk at the local freight office. After the ceremony a reception was tendered the newly married couple and their friends at the home of the groom's mother, Mrs. J. W. Selvey of West Main, Grafton, W.Va. The young couple are receiving the hearty congratulations of their many friends for a happy and prosperous married life.

owing to the fact that they are always "sticking" together.

On June 22nd, 1915, the stork paid a visit to the home of Mr. and Mrs. John Donnachie, leaving a fine baby boy. After several days' absence from duty the proud father is again able to fill his position as cashier at the freight office.

W. M. Manear, car service clerk, and wife, spent several days recently in Baltimore, Md.

"Bill" Roach, conductor on trains Nos. 14 and 15, and train auditor McDonald, went frog hunting for a few days and only caught one lonesome frog, and he got away from them and hopped back to his brothers in the pond. "Bill" says "Mac" will never induce him to go on another such humbug trip again.

Thos. Varner, the giant foreman of the Parkersburg Branch, is on the job putting in ties.



The accompanying photo is of the "bunch" which had been attending a trial in Webster Springs, W. Va. It was taken while they were bathing in the Elk River, Sunday afternoon, July 18th.

From left to right are: R. Roush, conductor; G. B. Green, conductor; B. E. Jeffries, conductor; S. H. Caines, brakeman; A. McCoy, relief agent; "Posty" (S. F. Posteraro), special investigator for superintendent station service; J. D. Griener, agent, Roanville, W. Va.; R. R. Pickens, brakeman; J. R. Cox, conductor.

All of the boys, with the exception of Posteraro, are employes of the Monongah Division. There they are known as the "chain gang,"

Miss Rose Doyle, operator at Petroleum, packed her grip and left for her vacation at Atlantic City, August 1st.

All the boys along the line were glad to hear that our old friend dispatcher A. P. Lavelle was back on first trick with them, while Mr. Green took his vacation. The first trick did not worry him in the least as he had all his old warriors to his aid, they being familiar with his tactics.

The Monongah Division enjoys the distinction of having a baseball team that has not yet been beaten this season. The team was organized in April, and has played a number of games

with various teams outside of the railroad and has recently crossed bats with several visiting railroad teams. Four games have already been played with Company teams, and in all of them the Monongah Division came out victorious, having beaten the Ohio River Division twice and the Cumberland and Connellsville Divisions.

Employes' meetings have been held on Monongah Division monthly for some time, and the interest is increasing. The last one was held on July 6th, and was attended by about 150 employes. The following interesting papers were read:

"Hearty co-operation between train dispatchers, train and engine crews and the benefits derived therefrom," by M. F. Green, train dispatcher, and W. S. Wren, engineer, these two gentlemen having been given this subject at the June meeting with request that papers be prepared. Conductor H. G. White also volunteered a highly interesting paper on the subject of, "Who is the most important man in connection with the operation of a railroad."

At the June meeting the question, "What is the most important thing in connection with the operation of a railroad?" was asked, to be left open for discussion at the July meeting. This proved a very interesting topic, and a number of short talks were made by the employes.

We also had with us at this meeting F. Kirby, superintendent locomotive operation, who talked at some length on fuel economy, handling of supplies, tools, etc.

Mr. Barnd, connected with the station service bureau, was present and talked in a very interesting manner on the subject of loss and damage, showing just what his department is doing, indicating the loss that was occurring on the System, and outlined a number of different things that could be done by trainmen and station forces to avoid claims.

At the next meeting a paper will be read by C. W. Deck on "Shop organization; how to obtain the greatest efficiency from the Company as well as the standpoint of the workmen." A paper will also be read by W. C. Clark on "What constitutes a good mechanic in a railroad shop, and what are the incentives other than the pay check."

M. F. Green, train dispatcher, was appointed chairman of next meeting, which will be held in the early part of September.

WHEELING DIVISION

Correspondent, W. O. FREISE, *Sup't Office*

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN ..... Superintendent, Chairman
J. W. ROOT ..... Trainmaster, Vice-Chairman
G. F. EBERLY ..... Division Engineer
J. BLEASDALE ..... Master Mechanic
W. F. ROSS ..... Road Foreman of Engines
F. R. DAVIS ..... Terminal Trainmaster
C. M. CRISWELL ..... Agent at Wheeling
DR. J. E. HURLEY ..... Medical Examiner
M. C. SMITH ..... Claim Agent
C. STEPHENS ..... Freight Engineer
A. VOIGHT ..... Freight Fireman
W. E. HICKS ..... Freight Conductor
W. C. DICKERSON ..... Machinist
M. BARROW ..... Yard Brakeman
F. BALTZ ..... Carpenter
J. J. DONOVAN ..... Machinist
B. L. HELLER ..... Secretary

H. F. Davis, yard brakeman, has been off for a few days on account of a bruised knee and is getting along nicely now.

C. C. Steele, day yardmaster, east end, was off for a few days on account of a sore limb. He has now resumed duty and is the same old "Charley."

Miss Helen, daughter of M. J. Landers, has gone to Baltimore and on her return will stop off at Martinsburg and Cumberland to visit friends.

D. W. Boayers, car repairman and M. E. Brown, carpenter, are off duty on account of illness.

H. E. Strober, painter, returned to duty after being off several weeks on account of injury.

H. M. Graybill, boilermaker helper at Bridgeport, has returned to duty after an illness.

J. W. Garvey, apprentice, and J. C. Conner, employed in Benwood shop, are off duty account of injury.

On the morning of July 1st conductor R. R. Sproul, after passing Gravel Siding at Moundsville, on train of second section No. 88, thought he saw a man lying on tracks and stopped train. On going to investigate he found but an old boot and a coat which some one had probably fixed up as a gag.

D. H. Watson, general foreman at Benwood shop, spent July 4th and 5th at Keyser on special business. We are wondering *why* Dave is always going to Keyser.

E. B. Andrews, master mechanic, C. C. Grimm, trainmaster and K. R. Henthoon, special inspector, all of Newark, were visitors at Benwood shop last week.

M. C. Thompson, road foreman of engines, Pittsburgh, visited Benwood shop on July 7th.

F. M. Garber, car foreman, has moved his office across the track in Benwood Yard.

J. P. Kerrigan, hostler at Cameron, is off duty on account of illness.

F. E. Kemple, machinist, has returned to duty after a brief illness.

W. H. Havercamp, machinist, has returned to duty after being off for a few days on account of injury.

L. Follen, accountant in master mechanic's office, is spending a two weeks' vacation touring through the east.

O. L. Kinsey, of Pana, Ill., has accepted a position as clerk in the master mechanic's office at Benwood.

F. F. Wallrabenstein, who has been acting as desk clerk to chief dispatcher Cockrell at Wheeling, has resumed the duty of dispatching at Bridgeport, Ohio.

J. F. Amick, stenographer to chief clerk W. V. Frazier of the Wheeling office, recently purchased a Ford. We all would like to have a Ford to, but the trouble is we can't *afford* it.

D. K. Hull, machinist, recently purchased an automobile. Things are certainly booming for Mr. Hull.

Heinie Schultz, our German friend, recently purchased a Studebaker automobile, and is now spending his afternoons throwing the dust in the eyes of the allies.

J. J. Donovan, machinist, is the proud father of a bouncing baby boy.

M. J. McGuire reports the arrival of a baby boy at his home in Piedmont. Good luck, Mac.

W. B. Wills has been appointed assistant division engineer in the Wheeling office. He has our best wishes for success.

J. W. Villers, chief clerk to division engineer Eberly, has accepted a short furlough. J. A. Barnhart is acting as chief clerk during his absence.

A. Sonnefelt has accepted a position as stenographer in the office of the division engineer at Wheeling.

Charles K. Welch, material clerk, spent a few days with his parents at Patterson Creek, W. Va. Charley reports plenty of fruit and vegetables at his country home.

J. W. Root, Jr., son of trainmaster J. W. Root, has been appointed as material clerk on line of road with gang laying rail.

G. H. Gillham, track foreman at Bridgeport, is off duty on account of illness. J. P. Moore is filling the vacancy.

We have undertaken the task of laying the new rail which was left over from last year and contemplate having it finished soon. There are 2000 tons more to be laid, which have not as yet been received.

P. A. Witherspoon of the district engineer's office at Wheeling has been appointed district supervisor on the Chicago Division. Mr. Witherspoon just returned from a visit to his orange farm in Florida.

Charles Landers, chief clerk to terminal trainmaster F. R. Davis, is spending two weeks vacation in Kansas City, Mo.

James Cunningham, stenographer to terminal trainmaster F. R. Davis, and John Wise, rackman in Benwood yard, are visiting New York, Philadelphia, Atlantic City and other points of interest in the east.

Charles Steele, yardmaster, Benwood yard, is spending a few weeks' vacation down the state.

Patrick F. Dowd, yardmaster in Benwood yard, is spending his vacation in the east.

Ed. Ramsey, chief caller in Benwood yard, is spending a few weeks' vacation visiting relatives at Sistersville.

OHIO RIVER DIVISION

Correspondent, H. C. NESBITT

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS.....Superintendent, Chairman
C. E. BRYAN.....Division Engineer
O. J. KELLY.....Master Mechanic
E. J. LANGHURST..Trainmaster and Road Foreman of Engines
A. J. BOSSYNS.....Medical Examiner
J. S. ECHOLS.....Chief Clerk to Agent, Parkersburg
R. E. DARNHART.....Agent, Yardmaster, Huntington
W. E. KENNEDY.....Division Claim Agent
E. CHAPMAN.....Captain of Police
C. E. SATOW.....Engineer
W. O. DAWKINS.....Fireman
G. M. SIMPSON.....Conductor
A. W. JAMES.....Yard Brakeman
J. F. SIMMONS.....Locomotive Department
J. L. DAVIS.....Car Department

The accompanying likeness is of our illustrious outside yard clerk at "SY," Raymond Patrick Flaherty, on dress parade at "Terrapin" Park after his day's work has been completed, as seen by our inside clerk, Benjamin D. Rector.



On July 2nd, concrete pier work was completed on Parkersburg-Belpre Suspension bridge. The United States flag was hoisted and the whistles on all boats and factories along the river front were blown. The pier work was completed twenty-nine days ahead of contract. This bridge will cross the Ohio River Division tracks about 500 feet west of our bridge.

M. Foy, who met a tragic death in Parkersburg, High Yard, on June 12th, was well known by all railroad men in the vicinity of Parkersburg, and they regret deeply his death. Mr. Foy, who was seventy years of age, had been in continuous service for forty-one years. At the quarterly meeting of the Veterans' Association held July 1st, a resolution was presented to Mrs. Foy together with a fitting floral tribute.

S. S. Sloter, stenographer to general yardmaster, has accepted a position with the Hutchinson Coal Company of Fairmont, W. Va. Mr. Sloter's friends wish him unbounded success in his new undertaking.

Allen Layman, yard clerk, Parkersburg, High Yard, has returned from Morgantown, where he spent a short vacation.

The Ohio River Division is handling considerable produce from Marietta for Pittsburgh. This produce leaves Marietta, Ohio, at 5 p. m. for delivery at Pittsburgh, at 4.30 a. m. It is being handled over this division as 2nd No. 702; the movement meeting with great success. The annual stock business has opened up on this division and we expect to start with about twenty-five cars per week. This business is particularly attractive on account of the excellent schedule maintained by our fast freight. The salt business at Hartford and Mason City is picking up right along and the outlook is very bright for heavy shipments of this commodity. Spilman Mine, which has been closed for the past several years, was re-opened July 19th, expecting to load from four to six cars as a starter. Traffic still continues heavy for the Government Dam work at Bens Run, Waverly, Morgan, Ravenswood and West Huntington. We experience no trouble in filling orders for cars of all classes.

Conductor E. M. Utterback has purchased a "Rambler" automobile. He expects to spend most of his leisure hours rejuvenating in his new car. "See America first" as well as "Safety First" is his slogan.

Another one of our popular conductors, C. W. Waggoner, has ordered a "Ford." He says he will make "Ed" Utterback step some to keep out of his way.

Passenger train performance on the Ohio River Division was 96.9 per cent. for the month of June, sixth position on the System. The Ohio River Division employes in general are deeply interested in our passenger train performance and are doing all possible to make us stand at the head of the list. The performance for June was very gratifying to the various officers.

W. B. Moffatt, the efficient 2nd trick operator at "SY," Parkersburg, has returned to duty after two weeks' vacation. "Bill" spent his vacation about Parkersburg and feels much benefited after his rest.

Yard brakeman S. B. Weekly has returned to duty after being off a short time on account of injury.

We regret very much to announce the death of Fred W. Higgins, age eight months, infant son of Fred O. Higgins, the well known maintenance of way clerk, on July 6th. Mr. and Mrs. Higgins have the heartfelt sympathy of the entire community in their bereavement.

B. B. Reger, stenographer to division freight agent, spent his annual vacation at Denver and Colorado Springs. He reports a fine time in the west.

J. S. Washburne, chief clerk to division freight agent, Parkersburg, has returned from New York city, where he visited his old home.

J. N. Godman, patrolman, who has been on this division for the past several months, has been transferred to a like position on the Philadelphia Division. Mr. Godman has made many friends here who are sorry to have him leave, but extend best wishes in his new field of labor.

Our clerks at Parkersburg recently organized a baseball team. They played the fast clerks' team of Clarksburg and defeated them by score of 6 to 4. The team is doing well under the careful management of cashier C. R. Grimm and captain W. S. Oliver. In the above game, Mr. Oliver was hit by the pitcher once and fanned out each other time at bat. The players think Oliver was affected by the pitcher hitting him. Any other Company teams desiring games, please correspond with cashier C. R. Grimm, Parkersburg.

We take pleasure in announcing the marriage of Miss Grace L. Wells and C. Warren Sayre, popular and well-known young people of Parkersburg. It was solemnized at the home of the bride's parents, Mr. and Mrs. William Wells, on Laird Avenue, Parkersburg, on Sunday, July 18th. Miss Wells is the daughter of the well-known engineer, Wm. Wells, and is one of Parkersburg's prettiest and most accomplished young ladies. Mr. Sayer is one of our coming business men and this popular young couple have received the congratulations and best wishes of their many friends in this city. After their honeymoon they will reside in their new residence on 25th Street, which has been elaborately furnished for them.

George Echols has accepted a position as messenger at the freight office.

James B. Durkin will spend his annual vacation at his summer home in northern Michigan. We hope this will greatly benefit his health.

C. M. Whittier, chief rate clerk, has returned to duty after a brief illness.

L. V. Merrill, of the Parkersburg freight office, returned to duty after spending his annual vacation at his home in Elizabeth.

One of the prettiest weddings which have been solemnized in Parkersburg for some time took place at the Catholic Church, when Miss Hallie Elkins Allen became the bride of Thomas H. Malloy, the efficient assistant cashier, Parkersburg freight office, on June 24th, 1915, in the presence of their immediate families and close friends. After a short honeymoon spent in Washington, D. C., they returned to make their residence with Mr. Malloy's mother. They received the congratulations of their many friends in railroad circles.

CLEVELAND DIVISION

Correspondents, W. T. Lechlider, E. Lederer

DIVISIONAL SAFETY COMMITTEE

W. T. Lechlider.....Chairman
E. Lederer.....Secretary
J. E. Fahy.....Trainmaster
J. E. Lloyd.....Division Engineer
J. A. Anderson.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
A. J. Bell.....Terminal Agent, Cleveland, Ohio
R. D. Sykes.....Medical Examiner
G. J. Maisch.....Division Claim Agent
J. L. Rodgers.....Agent, Tippecanoe, O.
F. Warner.....Roundhouse Foreman, Cleveland, O.
R. Singleton.....Section Foreman, Brecksville, O.
J. Meehan.....Stevedore, Cleveland, O.
Wm. Bender.....Car Foreman, Lorain, O.
E. E. Brewer.....Agent, Canal Dover, O.
D. A. Gates.....Agent, Medina, O.
G. E. Smith.....Engineer, Lorain, O.
J. A. Cox.....Fireman, Cleveland, O.
H. A. Sprague.....Conductor, Cleveland, O.
O. V. Romig.....Conductor, Canal Dover, O.
F. M. Haff.....B akeman, Lorain, O.

In a letter to the officials of this division concerning the operating meeting at Deer Park, the superintendent wrote that the meeting was the greatest, most enthusiastic, and congenial that he had ever attended there.

The following is self-explanatory.

Lorain, O., June 16th, 1915.

Mr. W. T. Lechlider:

A few days ago we had a bad blaze in the middle yard. A number of condemned cars, which were stored, were set on fire by tramps and had it not been for the prompt action of our yard crews in the vicinity, who dropped all work and got these cars out of the tracks and under the pen stock, in addition to pulling the track up where city fire companies could play water on them, a number of them would have been completely destroyed.

Brakeman Hook received a letter from you commending him for the part he played in the fire and a request to forward his photograph for publication in the Magazine. Hook says he has no picture of himself which is "good looking" enough to be published, but in appreciation for the letter he received, he has contributed the following poem.

T. L. Terrant.

The poem follows:

I received a letter the other day
That held me in a spell,
A letter of commendation
From our 'Super. W. T. L.'
He gave me praise for taking part
In saving rolling stock,
That stood down in the middle yard
Where the hoboes always flock.

These cars were stock, "not rolling"
Instead of rolling stock,
They were objects of Red Top Bill
On which to use his chalk.
He slept in them three times a week
To keep from getting wet,
He treasured them above all else
And guarded them, you bet.

I certainly do feel thankful
For the letter which I got;
It makes me feel like a hero
Of the big fire that we fought.
The cars, while not so valuable,
Were property of the Baltimore & Ohio
And we are supposed to protect the same,
The rule book tells us so.

There are other ways of helping
The grand old Baltimore & Ohio
Aside from taking part in fires,
Just listen; I'll let you know.
Drop around to the Middle Yard
Most any day you can,
And watch Bob Kerr give signals,—
His arm looks like a fan.

I was pulling pins the other day
For Kerr, my sakes alive;
We broke all former records
With five hundred and twenty-five.
This job is just an outing,
Everything works like a clock,
It is the place to come and watch
The Baltimore & Ohio's rolling stock.

Now, readers, what I am getting at
Comes ahead of "rolling stock,"
We should get praise for the good we do,
I do not mean to knock;
I take this means of telling all,
Lorain Yard cannot be beat
In helping out the Baltimore & Ohio
Her big expense account to meet.

W. F. Hook,
Yard Brakeman.

Effective June 1st, P. J. Pahler was made chief clerk to superintendent, vice J. A. Hack, transferred to assistant yardmaster, Cleveland yard. Pete is one of the old "Shanty" boys.

The heavy coal business during the month of June has kept both machines at Lorain working almost night and day, and the boys at that terminal are to be congratulated on their good work.

The efficiency bulletins which are issued on this division giving men credit for material picked up and savings made, are published in the newspapers along the division, and are keeping up the interest along this line.

The employes of the Cleveland Division desire to extend their best wishes to our superintendent, W. T. Lechlider, on the occasion of his forty-eighth birthday, on July 10th, 1915. May he be still more successful and happy in the years to come.

Conductor J. F. McConnell, who runs trains Nos. 12 and 17 between Cleveland and Bridgeport, is "on the job" after being sick for more than a year. We are certainly glad to see Jimmy with us again.

John Fluck, chief clerk to division engineer at Cleveland, made a trip to Cincinnati to see his folks. He says he wants to see the Reds play a game. If he can stand it, we can.

Henry Grebe, our hustling office boy, displayed such ginger that he has been promoted to yard clerk at Cleveland. "Ataboy," Henry.

In a recent bulletin, which was issued under date of June 26th by the superintendent of this division, the names of the following men were mentioned for having performed meritorious service of varying kinds:

A. Nore, engineer; W. M. Singer, engineer; E. C. Vickers, clerk to A. R. F. E.; E. Doran, tool room attendant; L. H. Eddy, engineer; V. M. Kuhn, fireman, and J. E. Eckels, fireman; C. Adams, crossing watchman; E. L. Stripe, crossing watchman; C. J. Mullen, brakeman; C. E. Moffet, agent; L. Kline, yard clerk; W. J. Bernard, assistant agent; J. A. Meister, conductor; W. E. Butts, conductor; C. A. Siebert, conductor; C. H. Cotton, fireman, and G. M. Blauman, conductor.

The following letter, which was written and distributed over the Cleveland Division by the superintendent, was received in the office of the Employes Magazine soon after its issuance. Such appreciation should stimulate increased effort in train performance:

ALL EMPLOYES:

The results obtained on this division during the last six months have brought forth many favorable comments from our general and executive officers, and I want you to share with me this pleasure.

Our division has gone from twentieth place in April, twelfth place in May, to first place the first twenty-one days of June on Record of Freight Operating Performance and Transportation Expenses.

We are also in first place for May in passenger and freight fuel performance.

To each of you is due a share of this credit. I trust you will not relax in your efforts to keep up this work. We can do it with a little effort. I will gladly help you and see that you get credit for your efforts. Let the good work keep up, and suggestions for the good of the service continue to come in.

Four things we should have in mind:
1st—Safety—Which is essential.
2nd—Efficiency—Which is necessary.
3rd—Cleanliness—Which is desirable for all.
4th—Courtesy—Which is a duty we owe to the public and each other.

Sincerely yours,
W. T. LECHLIDER.

NEWARK DIVISION

Correspondent, T. J. DALY, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. H. JACKSON.....Superintendent, Chairman, Newark, O.
C. C. GRIMM.....Trainmaster, Vice-Chairman, Newark, O.
J. S. LITTLE.....Road Foreman of Engines, Newark, O.
E. D. ANDREWS.....Master Mechanic, Newark, O.
DR. A. A. CHURCH.....Medical Examiner, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
D. L. HOST.....T. M. & C. T. D., Columbus, O.
A. C. RICHARDS.....Agent, Zanesville, O.
IRA PETERMAN.....Shopman, Newark, O.
J. H. DIAL.....Yard Conductor, Newark, O.
H. D. WHITEFORD.....Road Conductor, Newark, O.
C. M. PORTER.....Fireman, Newark, O.
L. W. HEDRICK.....Engineer, Newark, O.
C. C. BOWMAN.....Assistant Car Foreman, Newark, O.
H. L. BALL.....Secretary, Newark, O.

The accompanying is a good picture of Joseph Workman. Mr. Workman entered the service of the Baltimore & Ohio September, 1870, as brakeman on the old Central Ohio Division, running between Zanesville and Bellaire. He was promoted to passenger brakeman in 1871, and train baggageman in 1874, and has been in baggage car service from that date up to the present time and is still engaged as train baggageman on Shawnee Branch, Newark Division.



JOSEPH WORKMAN

In connection with Mr. Workman's services as joint baggage express messenger, the following clipping, taken from the Columbus *Dispatch* of September 22nd, 1885, will be remembered by old time employes on the Newark Division and will be interesting to other employes on the System in train baggage car service as to proper procedure should they be placed in a similar predicament.

NEWARK, O., September 22.—Joseph Workman, express messenger on No. 2, Baltimore & Ohio express, yesterday afternoon had an interesting experience with a large bull, which he will not desire to be repeated soon again. The animal had been placed in the car at Barnesville, to be taken to Illinois. It was safely enclosed in a frame work, as was supposed, but later developments proved otherwise. As the train was coming down the grade, this side of Barnesville, at the rate of about fifty miles an hour, the animal broke out of the crate and for a time made things lively in the car. Joe desired to capture him, but hardly knew just how to do so. Finally he grabbed the beast around the neck with both arms, locking fingers of hands. This only made it more frantic, and for a time there was a race up and down the car. Finally the animal made a break for the open car door. This was too much for Joe's nerve. He did not care to accompany it



ENGINE No. 1464 WITH ENGINEER HELMS AND FIREMAN YOUNG

on its wild leap down an embankment thirty or forty feet, and very sensibly released his hold, and braced against the car to save himself from going out, while the beast went headlong, turning somersault after somersault in the air. The bull was subsequently found to be almost uninjured by the fall, and was caught and brought in on No. 4 last night.

The accompanying photograph is of engine No. 1464, assigned between Newark and Cincinnati on trains Nos. 103 and 104. Engineer James Helms is shown in the picture with his oil can in his left hand, while fireman O. S. Young is standing with his hands on his hips. Both engineer Helms and fireman Young are old employes in passenger service, and their many friends will enjoy seeing their photographs in the Magazine.

The Ralston Steel Car Co. is now getting busy at this point. They are turning out about fifteen new cars daily for our Company, repairing about 1200 C. & O. cars, also 150 A. C. O. tank cars. They are building 1000 new hoppers for the Pennsylvania Co., and also seventy-five new cabooses.

The Carnegie Steel Co., of South Columbus, were making preparations to reopen their plant about the 20th of July, after a shut down of almost two years.

The city has recently completed the repaving of High Street with asphalt.

L. E. Miller, cashier at this point, was called to Milwaukee, Wis., on Friday the 9th, on account of the serious illness of his uncle.

Wm. Vanarsdale, our house foreman, is spending a day occasionally in riding local freight trains for the purpose of investigating the loading of peddler cars.

The Ralston Steel Car Co. at this point recently completed the siding at their plant. It will accommodate eighty cars. This gives them a storage capacity of about 600 freight cars.

D. L. Host, our genial trainmaster at this point, enjoyed a two weeks' vacation in the country.

G. F. Allen, rate clerk at this point, with his wife, spent Sunday with friends at Weyers, O.

New interlocker plant is being installed to cover the two Pennsylvania crossings at Mt. Vernon, Ohio.

The North-Western Elevator & Mill Co. have rebuilt their track scales and otherwise improved their plant preparatory to handling increased business this year.

The Mt. Vernon Bridge Co. have increased their facilities in the north yard by closing Burgess Street, and also extending the loading shed a couple of hundred feet.

The C. & G. Cooper Co. recently contracted with the Central Foundry Co. of Columbus to manufacture their foundry cupolas and other foundry supplies, thus creating a new class of freight from this firm.

The Essex Glass Co. have resumed full operations after their reductions for thirty days in the summer.

The Pittsburgh Plate Glass Co. have been storing a large part of their products for several weeks.

A small paving contract and a few small sewer contracts have recently been let and will bring in additional revenues for the Company.

D. E. Lewis recently resumed work as second trick operator after a vacation of sixteen days.

Operator Warrnock, who has been relieving operators at this point while they were on vacations, completed the rounds and left for other work.

Charles G. Miller, material inspector at Newark shops, is again at work after a trip to the expositions at San Francisco and San Diego.

"Shorty" Jarrett, our genial car inspector, resumed work on June 1st, after several weeks sickness. Car inspector Murdock, who has been relieving Jarrett, has been assigned to the road work between Utica and Lexington.

Chief clerk Parmenter made a flying trip to Chicago recently, accompanying his wife en-route to Denver.

Ray Redman, assistant shop timekeeper, Leon P. Stanford, clerk in erecting shop and Robert Costello, machinist in rod room, attended the motor races at Chicago, Ill., recently. All were pleased with what they saw on the trip, especially Messrs. Stanford and Costello, who were so interested in sightseeing at Chicago Junction as to miss No. 15. They both promise never to lose sight of No. 15 on their next trip to Chicago.

David C. Renz, file clerk and stenographer in superintendent of shops and master mechanic's office, has a new hobby. David has learned to paddle a canoe, and all his spare time is spent at Buckeye Lake, paddling from one point of interest to another. Up to the present time we have had no report of the young man's getting wet, but expect to hear it at any moment.

Chief piecework inspector Brown and piecework demonstrator Geidenberg are again at work after a week's visit to other shops in the vicinity of Cleveland and Buffalo, looking into different methods of piecework. A pleasant trip was reported.

The accompanying picture is of engineer Mike Cosgrove getting engine No. 874 ready for No. 3. Mr. Cosgrove left during July for a visit at the home of his son Emmett, agent of the Wells Fargo Express Co. at Boulder, Colo.

The many friends of piecework inspector W. H. Dowden are wondering when Bill is going to learn to run that new machine. Possibly he has not yet acquired the craze to run a Ford and is content to let some one else do it.

July 15th, 1915, was a gala day in Newark, Ohio, it being the annual outing of the Grocers' Association at Cedar Point. Twenty large vestibule cars carried the happy crowd to the lake. The railroad boys helped to make the day a grand success by their boosting a number of days in advance of the event.

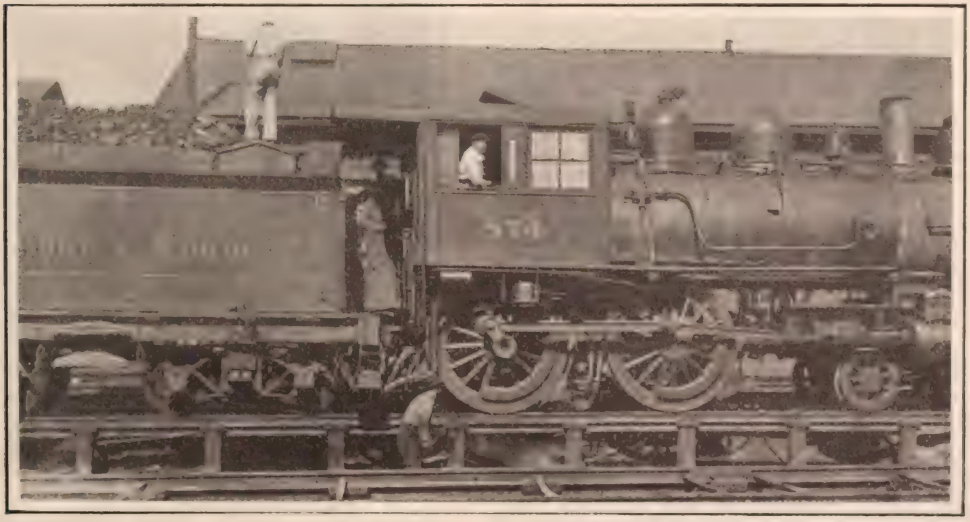
Conductor S. M. Oden and wife are enjoying the summer breezes at Norfolk, Va., and after completing their stay at that point will visit friends in Hagerstown, Md. Incidentally, Sam took his fishing pole along.

Dispatcher J. F. Sutherland, of the Columbus force, will spend his annual vacation in northern Michigan, where he hopes to help a bad case of hay fever. It's time to sneeze, Sut.

Operator B. F. Robinette will try his fishing luck in Canadian waters this year. Ben's a pretty wise old head; he knows that a large number of Canadians have gone to war, and that the finny-tribe will be easy picking this season. In fact Ben's Canadian friend has guaranteed him a hundred pounds per day.

Division operator George Rudolph Kimball and wife are enjoying a vacation with the "old folks on the farm." Before George returns to duty he expects to visit his oil property in Vinton County, Ohio.

Operator L. F. Yeast, in service on the C. & N. division for the past thirty-eight years, has taken a month's leave of absence and with his family is visiting the Panama Exposition at San Francisco.



ENGINEER "MIKE" COSGROVE READY FOR No 3



"GUS" JOHNS, TARGET MAN

The accompanying is a good likeness of William Augustus Johns, familiarly known by his many friends as "Gus."

Mr. Johns is the capable day target man in charge of the Baltimore & Ohio-Pennsylvania crossing at Newark, O., at which point the average number of passenger trains per day, both lines, is fifty-eight; to say nothing of the number of freight trains, both lines, and switching over this crossing, which is at the head of Newark yard.

Mr. Johns was born at Zanesville, O., April 8th, 1847. He first entered the service of the old Central Ohio Railroad Co. in his native city in 1865, in the telegraph department, was transferred to switchman in Zanesville yard a few years later, thence to Newark yard as night foreman; was employed there for thirty years in the capacity of night yard foreman, yard brakeman, was injured while performing his duties in the latter capacity, and was transferred to caller. When able to resume duty he was promoted to yard conductor, which position he held up until 1907, when, on account of advanced age, he was made target man.

Mr. Johns enjoys exceptionally good health, and his many friends trust that he will be able to continue in active service for many years to come.

Dispatchers Seth W. Haight and Elmer E. Baird are figuring on taking in the sights about New York, Philadelphia and Atlantic City. They have persuaded manager Bartholomew of "WF" office to visit Atlantic City with them. We hope Henry will keep them straight.

Traveling auditor W. E. Loose and family have returned from their summer outing at beautiful Buckeye Lake, just west of Newark, Ohio. Ned caught a few, but, needless to say, the large ones got away. There is some talk about the lake of his entering the mayoralty contest, as he cut quite a splash on his recent visit and also took on the proper color.

The last employes' meeting held at Newark, July 7th, was the "banner" one in the way of attendance. The time of holding the meeting had been changed from the afternoon to the evening, and this, together with the fact that general superintendent W. H. Averell was on hand, brought out about one hundred and twenty-five employes, who were amply paid for the time so spent by a very interesting talk from the general superintendent, as well as the general discussion of matters of interest to all departments represented. It has been arranged to hold future meetings in the evening instead of the afternoon.

"Doc" Horner Disciplined

Editor Magazine:

The following incident, set to verse by "Tom" Africa, a former well known freight conductor of this division, actually occurred here a few years ago. I know all the characters well—"G. R. K." was G. R. Kimball, our division operator, and Haight, Foley, Holmes and Wright were and still are our operators in



MARY ELIZABETH RITTER
13 months old daughter of E. H. Ritter, boiler foreman

If "Safety First" Is Your Motto—Let Hamilton Time Be Your Watchword

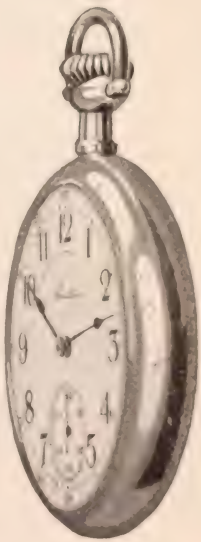
"Safety First" necessitates the "Watch of Railroad Accuracy." For proof of Hamilton Accuracy and Durability you do not need to go outside your own circle of fellow-workers. Strong praise of the Hamilton may be heard in any group of railroad men whenever watches are mentioned. The number of Hamiltons on the large number of American Railroads that have adopted "Safety First" principles is growing greater every day.

Hamilton Watch

"The Watch of Railroad Accuracy"

You owe it to yourself, your fellow-workers, the traveling public and your employers to carry a watch as good as the Hamilton. The only watch as good as a Hamilton is another Hamilton.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement for $12.25 and upwards. No extra charge for Safety Numerical Dial on new railroad watches.



Write for the Hamilton Watch Book "The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

HAMILTON WATCH COMPANY
Master Builders of Accurate Timepieces
Dept. 25 Lancaster, Pennsylvania

Sent Free Ask your Lodge Secretary to write us for a supply of "Safety First" Buttons, stating the number of men in your Lodge.

Please mention this magazine

Newark. Only the identity of the real operator who erred in his report is disguised, and he, under the name "Doc" Horner.

Yours truly,

J. H. Bell, *Operator*,
New Concord, Ohio.

"Doc" Horner sat in his easy chair
And yanked a lever with careless air;
A passenger train dashed swiftly by
And "Doc" discovered with argus eye
A single marker where two should be,
And then and there on the block-sheet he
Inscribed these words: "One hundred five
This morning, as sure as you're alive,
Passed here with marker on north side out—
Removed by spotter, I have no doubt."
When "Doc" returned to work next day,
He found a letter from G. R. K.,
In which the latter politely wrote
The words I hereinafter quote:
"Hereafter, Sir, you will please report
At once, on blanks of proper sort,
When trains improperly display
Their markers. Truly, G. R. K."
"Doc" swore aloud and scratched his head
And instantly resolved to shed
Some ink in self-defense and wrote:
"To Mr. G. R. K.—I note
That you in language most unkind,
With diction rude and unrefined,
Have sought my errors to reveal,
And say—is this a fair, square deal?
Now, in conclusion let me say
That I won't stand a single day
Of idleness because I shirked
A duty once; for I have worked
For nineteen railroads, and a job
On this benighted, Godless knob
Does not appeal to me with force;
Besides, I sling a kind of Morse
That drives my comrades to despair
And makes me dreaded everywhere
Save where the ladies congregate
In church or hall to desolate
The pockets of their pious friends,
And further thus their doubtful ends,
Now, this is all, dear G. R. K.;
Write me again, some summer day.
When this you see, remember me,
Without a struggle, X. Y. Z."
Next morning came this missive brief
From Brother Horner's irate chief:
"You'll serve two weeks—begin today;
Without a struggle, G. R. K."

Moral

The moral to my tale is plain:
Watch closely every passing train,
And if you miss a flag or light
Tell Haight or Foley, Holmes or Wright,
And then report, without delay,
On proper blank to G. R. K.

T. Africa,
(Alleged) Poet.

CONNELLSVILLE DIVISION

Correspondent, P. A. Jones, *Office of Chief Clerk*, Connellsville

DIVISIONAL SAFETY COMMITTEE

O. L. Eaton.....Superintendent, Chairman
J. K. Yohe.....Trainmaster
A. P. Williams.....Division Engineer
T. E. Miller.....Master Mechanic
G. N. Cage.....Road Foreman of Engines
Dr H. M. Koehler.....Medical Examiner
J. A. Fleming.....Freight Agent
H. E. Himes.....Agent
E. E. McDonald.....Agent
H. D. Whip.....Relie Agent
G. M. Woodward.....Locomot ve Engineer
J. Ridgway.....Locomotive Fireman
M. H. Mickey.....Freight Conductor
R. R. Whipkey.....Yard Brakeman
Geo. Beatty.....Pipe Fitter
J. P. Butler.....Air Inspector
Jesse Burnsworth.....Section Foreman
R. W. Whipkey.....Secretary



DOROTHY

Daughter of Car Service Clerk Otto C. Emerick, Johnstown Pa.

Friends of T. E. Jamison are pleased to learn of his appointment to the position of trainmaster in charge of the east end, Chicago Division, with headquarters at Garrett, Ind., which comes as a well deserved promotion after a number of years of faithful service with the Company.

Mr. Jamison's railroad career began as messenger boy on the Wheeling Division, February 1, 1887, and through careful attention to his work at all times he has climbed the ladder of success through the positions of clerk, yardmaster, general yardmaster and assistant trainmaster, having been appointed trainmaster of the Connellsville Division, March 1, 1912.

His genial disposition made friends for him, not only among the men under his charge, but in all departments of the division, and their best wishes for his continued success go with him in his new position.

We were no less pleased to learn that his successor was J. K. Yohe, who comes to us from the Pittsburgh Division, where he was

assistant trainmaster in charge of the district between Pittsburgh and Connellsville. Mr. Yohe has had wide experience in railroad work, having, previous to his appointment as assistant trainmaster on the Pittsburgh Division, been in charge of station service in this territory. He has also served in various other capacities which have well fitted him to discharge the important duties of trainmaster with credit to the division.

An important piece of construction work has just been concluded in the completion of what is known as the North Fork Branch, diverging from the main line of the Quemahoning Branch Railroad at a point 2.8 miles west of Boswell, Pa., and extending up the valley of Quemahoning Creek for a distance of 2.1 miles. This branch will make it possible to develop a vast tract of coal which has recently been opened by the Consolidation Coal Company and will very materially increase the coal traffic now handled in the Somerset region.

At the western terminus of the line two mines have been opened, namely, Consolidation 123 and 124, and adequate facilities in the way of tipples and mine tracks for the prompt handling of the coal as it comes from the mines have been provided.

The development of this tract will extend over a number of years and it is expected that within a very short time the output from these mines alone will amount to approximately ninety cars a day. Furthermore, the large acreage and rich deposits tapped by this branch may eventually necessitate an extension of the line to take care of additional openings and will make this one of the busiest pieces of track on the division.

The master mechanic's office baseball club journeyed to Grafton, W. Va., on July 5th and had their colors lowered to the tune of 7 to 1 by the fast Baltimore & Ohio team of that place. The West Virginians took the lead early in the game and were never in danger, the locals being unable to solve the delivery of Wyccoff when hits were needed. Rottler for Connellsville pitched a steady game and was deserving of better support. The feature of the game from a local standpoint was the batting of Beck and Rhaback, each securing two hits for extra bases. The score:

											R	H	E
Connellsville	0	0	0	0	0	0	0	1	0	—1	7	3
Grafton	1	1	0	4	0	0	1	0	x	—7	9	1

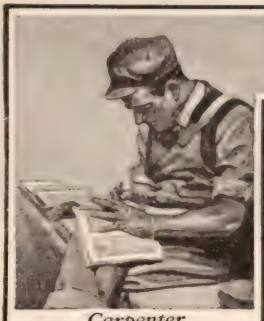
Batteries—Connellsville, Rottler and Rhaback. Grafton, Wyccoff and Curry.

We are informed that W. H. Eaton, for the past three years commercial freight agent, located at Uniontown, Pa., has been promoted to a similar position with the Company at Wheeling, W. Va. Before going to Uniontown, Mr. Eaton was traveling freight agent, with headquarters at Connellsville. He has made a splendid record in this district and well deserves the promotion which he has received.

The Man Who *Wouldn't* Stay Down



Now Architect



Carpenter

Hard work and low pay are for the man who *thinks* he "hasn't a chance." But the ambitious man trains himself for a better job—*and gets it.*

Only a few years ago this man was working 12 hours a day for seven days a week. But he marked just such a coupon as you see below. He studied at home. Promotion came. And now he is a successful Architect.

This man had no advantages that *you* don't have. But with the help of the I.C.S. he has "made good." *YOU can do the same.* If you can read and write the I.C.S. can help you to qualify for a better job.

Mark and mail the attached coupon. It won't obligate you in the least—and the I.C.S. will show you how you too can rise to a high-salaried position through their simple and easy system of home instruction.

Mail the Coupon—NOW

International Correspondence Schools
Box 1332-X, SCRANTON, PA.

Please explain, without further obligation to me, how I can qualify for the position before which I have marked X

Architecture	Mechanical Engineer
Architectural Draftsman	Patternmaking
Contracting and Building	Civil Engineer
Structural Engineer	Surveying and Mapping
Structural Draftsman	Commercial Illustrating
Concrete Construction	Mining Engineer
Electrical Engineer	Gas Engineer
Electric Lighting	Automobile Running
Plumbing & Steam Fitting	Bookkeeper
Heating and Ventilation	Stenographer
Plumbing Inspector	Civil Service Exams.
Estimating Clerk	Advertising Man

Name _____

St. and No. _____

City _____ *State* _____

Present Occupation _____



JOHNSTOWN YARD ENGINE No. 1283

Here is a picture of Johnstown yard engine No. 1283. Great pride is taken by engine foreman Kesterson, engineer Miller, and fireman Kaufman in keeping this engine in tidy condition, and it is considered one of the cleanest engines in yard service on the System. Our employes, from left to right, are as follows: L. C. Reitz, acting yardmaster, J. E. Kesterson, engine foreman, G. W. Miller, engineer, E. J. Newman, fireman, A. J. Bowman, yard brakeman.

The election of delegates to the annual convention under the auspices of the Relief Department for the election of members for the operating and advisory committees, held at the Gillsy Hotel, Cleveland, Ohio, June 24th and 25th, resulted as follows for the Connellsville Division:

B. E. Miller, engine dispatcher, Connellsville, Pa.; C. J. Whittaker, steam repairer, Connellsville, Pa.; W. H. Metzgar, foreman, Stoyestown, Pa.; B. S. Rush, agent, Garrett, Pa.; D. Malone, E. G. foreman, Salisbury Junction, Pa., and R. Zearfoss, fireman, Connellsville, Pa.

The election by the delegates assembled in convention of committeemen to represent the members of the Relief Department, relief feature, on the operating and advisory committees, resulted in the election from the Connellsville Division of W. H. Metzgar, maintenance of way foreman, located at Stoyestown, Pa., to serve for the fiscal year 1915–16. Mr. Metzgar has given long and faithful service, having been continuously in the service of the Company since 1887 and has served in various capacities in the maintenance of way department.

PITTSBURGH DIVISION

Correspondent C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. Gorsuch.....Superintendent
T. W. Barrett.....Trainmaster
W. J. Kennedy.....Secretary
C. C. Cook.....Division Engineer
W. A. Deems.....Master Mechanic
M. C. Thompson.....Road Foreman of Engines
Dr. J. P. Lawlor.....Medical Examiner
W. F. Deneke.....Agent, Pittsburgh
F. Bryne.....Claim Agent
L. Finegan.....Superintendent of Shops
A. J. Weise.....General Car Foreman
Mr. Tatem.....Car Foreman, Subs itute
G. W. C. Day.....Division Operator
J. G. Cunningham.....Conducto
A. J. Stoll.....Engineer
C. W. Gordon.....Fireman
C. C. O'Connor.....Tank Foreman
W. J. Haley.....Yard Conductor
Dr. E. J. Parlett.....Honorary Member

Conductor Harry McDonald has returned from the far west, where he had been spending an extended vacation with his father on the farm.

Engineer C. A. Dreese is able to be around again after several weeks in the hospital.

We wish to extend our sympathy to fireman R. W. Young, whose wife died suddenly June 17th, at Charleston, W. Va., at the residence of her parents; also to fireman J. H. Whetsell, whose dearest friend, his mother, died recently.

Engineer Wm. Gallagher's son, Norman, underwent an operation recently and Mr. Gallagher advises that he will be able to be about again in a few days.

Engineer J. W. McCurdy has resumed duty after a severe illness.

Almost every engineer on the Pittsburgh Division, who could attend, was present at a rally given by the ladies of the auxiliary to the Brotherhood of Locomotive Engineers of the S. S. Brown Division No. 370 in the I. O. O. F. Hall, Hazelwood, June 23rd. Some of the best entertainers of the evening were our own Baltimore & Ohio boys, namely, Charles E. Beltz, the elocutionist; John W. Eustice, the songbird, and several others. These gentleman are well known throughout this locality as being able to amuse, and a very enjoyable evening was spent in entertainment after which a most delightful and elaborate luncheon was served by the ladies. All who were present are looking forward for the next event.

Joe Kennedy, telegraph lineman, has returned to duty after taking in the Panama-Pacific Exposition. Joe states that his only regret was that he had to return before taking in all the sights.

Roundhouse foreman W. W. Smock and his assistant, J. F. Hagerty, Jr., were visitors at the Master Mechanics' convention last month at Atlantic City.

Brakeman G. H. Burgraf and wife were recent visitors at Cincinnati. Mr. Burgraf is recuperating from an extended illness.

It is with great pleasure that we announce the wedding of Albert W. Dewalt to Miss Lillis M. Huston, at the First English Lutheran Church, Pittsburgh. The happy couple are now at home to all their Baltimore & Ohio friends.

The happiest lot of men on the System were at Glenwood, July 5th. Not one man in the train service missed their day's outing. Business was so regulated that it permitted all those who desired to be off on this day, and we take this method of thanking our officials for the day's pleasure.

FOR SALE

RELAY—BALTIMORE & OHIO RAILROAD

2½-story frame house on east side Arlington Avenue. Third house from St. Denis Station. Lot 100x140; stable, wood and coal shed, and chicken house; 6 rooms and bath and a room in the attic. Hot and cold water; sanitary plumbing; plenty shade trees; house in the center of the lot with lawn in front and on sides. $3750.

F. J. GRIFFITH,

St. Paul 400 Baltimore & Ohio Building, City.

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Start with accurate lists of names we furnish—build solidly. Choose from the following or any others desired.

Apron Mfrs.	Wealthy Men
Cheese Box Mfrs.	Ice Mfrs.
Shoe Retailers	Doctors
Tin Can Mfrs.	Axle Grease Mfrs.
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Our complete book of mailing statistics on 7000 classes of prospective customers free.

Ross-Gould, 462A N. 9th Street, St. Louis.

Ross-Gould Mailing Lists St. Louis



$3000 FOR YOU

That's the money you should get this year. I mean it. I want County Sales Managers quick, men or women who believe in the square deal, who will go into partnership with me. No experience needed. My folding Bath Tub has taken the country by storm. Solves the bathing problem. No plumbing, no water works required. Full length bath in any room. Folds in small roll, handy as an umbrella. I tell you it's great! GREAT! Rivals $100 bath room. Now listen! I want YOU to handle your county. I'll furnish demonstrating tub on liberal plan. I'm positive—absolutely certain—you can get bigger money in a week with me than you ever made in a month before. I KNOW IT!

Two Sales a Day—$300.00 a Month

Exclusive Territory. 100% Profit.

That's what you should get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men—Smith, Ohio, got 18 orders first week; Meyers, Wis., $250 profit first month; Newton, California, $60 in three days. You should do as well. 2 SALES A DAY MEANS $300 A MONTH. The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

Little capital needed. I grant credit—Help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building houses, bank accounts, so can you. Act then quick. SEND NO MONEY. Just name on penny post card for free tub offer. Hustle!

Demonstrating Tub Furnished

FOLDED

H. S. Robinson, Pres., Factories Bldg., TOLEDO, OHIO

Canadian Branch — Walkerville, Ont.

Please mention this magazine



PHOTOGRAPH TAKEN IN PITTSBURGH YARD TWENTY-SIX YEARS AGO

The accompanying photograph was taken twenty-six years ago. Engineer Gallagher, in charge of No. 338, appears fourth from the left. This engine was rebuilt in 1886 and was used in the Pittsburgh yard for a number of years.

Mr. Gallagher was first employed by the Baltimore & Ohio Railroad in 1878, in the shops at Glenwood; he began firing in 1879, was promoted to engineer in 1883, and has been running engines in the yard service ever since and is well and favorably known among all the employes.

Superintendent C. B. Gorsuch left during July for a month's vacation down east. We hope that he will have a most beneficial and enjoyable time.

The forces of the Pittsburgh, Allegheny and Junction Transfer freight houses spent a July Sunday at Keystone Park, a basket picnic, and all report having had a most enjoyable outing.

Albert Hobbs, superintendent's office, spent his vacation among the wilds of West Virginia.

NEW CASTLE DIVISION

Correspondent, F. E. Gorby, *Chief Clerk*
New Castle

DIVISIONAL SAFETY COMMITTEE

J. W. Kelly, Jr.....Superintendent, Chairman
C. P. Angell.....Trainmaster, Vice-Chairman
H. L. Gordon.....Division Engineer
J. J. McGuire.....Master Mechanic
J. B. Daugherty.....Road Foreman of Engines
Jas. Aiken.....Freight Agent, Youngstown, O.
Dr. E. M. Parlett.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Freight Agent, New Castle, Pa.
A. S. Wilson.....Agent, Niles, O.
C. F. Shriver.....Road Engineer
Joseph Ridley.....Road Fireman
E. C. Martin.....Road Conductor
F. L. McGraw.....Yard Conductor
A. F. Coleman.....Air Brake Foreman, Painesville
Walter Findon.....Air Brake Repairman, New Castle Jct.
D. E. Sturdevant.....Boilermaker, New Castle Jct.
J. W. Clawson.....Signal Supervisor
H. L. Forney.....Master Carpenter

On the evening of July 11th, Master Harry Hazlett, Jr., the nine year old son of H. R. Hazlett, an engineer of this division, was instantly killed a short distance from his home, at Deforest Junction, Ohio. The boy was riding a bicycle, which was recently purchased for him by his father, and did not notice a fast approaching limited car on the M. V. Electric Railway. The boy turned from the sidewalk directly in front of the car, not hearing the warning shouts of those who witnessed the accident. The car was running about thirty miles per hour, and the motorman made all efforts to stop, but was powerless to avoid the accident. The body was taken to Holeton's Morgue at Niles, where it was prepared for burial. The parents were grief stricken when notified of the accident. Funeral services were held at the family residence on Monday evening, July 12th. Many beautiful floral offerings were received, among them a large bouquet of lilies and also one of carnations from Baltimore and Ohio employes of Warren, Niles and Deforest Junction. The remains were taken to Pittsburgh on train No. 16, July 13th, for burial. The employes of this division wish to express their sympathy to the bereaved parents through the columns of the Magazine.

On Saturday, July 10th, the Baltimore & Ohio baseball teams of Connellsville and New Castle met in deadly struggle at New Castle. The New Castle team won the game to the tune of six to three. Houser, who started the game for Connellsville, was touched up heavily, but New Castle could do nothing with Rottler, who relieved Houser in the fifth inning.

The features of the game was the work of Rottler and Rhaback for Connellsville and Smith and Lane for New Castle. The summary follows:

Two-base hit—W. Haid. Base on balls—off Haid, 4; off Kuhl, 2; off Houser, 2. Struck out—by Haid, 6; by Kuhl, 2; by Houser, 1; by Rottler, 2. Stolen bases—Younkins, Kearns, Kenner. Hits—off Houser, 5 in 4 innings; off Rottler, 1 in 5 innings; off Haid, 2 in 5 innings; off Kuhl, 3 in 3 innings. Umpires—Heimbaugh and Horner. Surgeon of the day—Dr. E. M. Parlett.

On Monday evening, July 12th, the Baltimore & Ohio Glee Club of New Castle gave a splendid concert in the I. O. O. F. Hall at New Castle, Pa., for the benefit of the baseball team. While the sale of tickets was good, the crowd was small on account of the warm weather. The chorus of fifteen was directed by R. E. Johns, secretary to superintendent, Pennsylvania Lines, of New Castle. Mrs. Bert Reed presided at the piano.

Besides the chorus numbers, songs were sung by the M. of W. quartette; violin solos were given by J. J. Fishburn, clerk to chief dispatcher; a bass solo was rendered by Griff Thomas, clerk in maintenance of way department; and other numbers by a quartette composed of Messrs. Francis, Harris, Perrott and Evans.

The Baltimore & Ohio baseball team would be glad to meet any other Baltimore & Ohio baseball team on the System in a friendly struggle on the diamond. Please write W. C. Crill, assistant timekeeper; or A. C. Harris, maintenance of way clerk, at New Castle, for dates and arrangements.

CHICAGO DIVISION

Correspondent:

DIVISIONAL SAFETY COMMITTEE

J. F. KEEGAN . . .Superintendent, Chairman, Garrett, Ind.
T. B. BURGESS. . .Trainmaster, Vice-Chairman, Garrett, Ind.
G. P. PALMER. . . . . Division Engineer, Chicago, Ill.
H. H. HARSH. . . . . Division Engineer, Garrett, Ind.
D. B. TAYLOR . . . . . Master Carpenter, Garrett, Ind.
F. W. RHUARK. . . . . Master Mechanic, Garrett, Ind.
D. HARTLE. . . . . Road Foreman of Engines, Garrett, Ind.
F. DORSEY. . . . . Medical Examiner, Garrett, Ind.
C. W. HEDRICK. . . . . Medical Examiner, Chicago Jct., O.
R. R. JENKINS. . . . . Secretary Y.M.C.A., Chicago Jct., O.
T. E. SPURRIER. . . . . Claim Agent, Tiffin, O.
JOHN DRAPER. . . . . Agent, Chicago, Ill.
H. P. BERCAW. . . . . Agent, Wellsboro, Ind.
B. M. REDMOND. . . . . Engineer, Garrett, Ind.
W. A. HEATH. . . . . Fireman, Garrett, Ind.
F. C. CAMPBELL. . . . . Conductor, Garrett, Ind.
J. E. SHIELDS. . . . . Switchman, Chicago Jct., O.
A. P. WENZLASS. . . . . Machinist Helper, South Chicago, Ill.
C. SHOMBERG. . . . . Machinist, Garrett, Ind.

SOUTH CHICAGO

Correspondent, OSCAR WACKER, *Car Distributor*

Our cashier, A. E. Pollard, has just returned from an extended trip to Oklahoma, where he was visiting his brother-in-law, J. W. Page, formerly a Company engineer, but now with the Frisco Lines. He reports that the wheat and other grain crops in Oklahoma and Indian Territory are in the best of shape and that a bumper crop, such as has never been seen before in that region, is an assured fact.

On June 20th, the Pere Marquette Railway Company's fast passenger and freight trains started over the Baltimore and Ohio Railroad, connecting with it at Pine, Indiana, and then via Rock Island Junction over our rails, for passenger trains to the Grand Central depot.

Freight trains were run over the same route except that they stop at Wolf Lake and South Chicago to "break train" and distribute freight to connecting lines. Assistant freight agent R. R. Huggins, of South Chicago Baltimore and Ohio Freight Terminals, now has charge of the Pere Marquette Terminals at these points, and terminal trainmaster W. F. Booth, and general foreman C. W. Burke, are

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INTERSTATE TRAFFIC SCHOOL Dept. 2726 FT. WAYNE, IND.

in charge of train movements and mechanical departments, respectively, for the Pere Marquette Railroad.

General clerk J. B. Condit, who spent the 4th of July holidays making an auto trip through Illinois and Indiana also reports the grain in these states in excellent condition and immense quantities—exceeding all expectations and previous yields. He says "lookout for heavy grain movements for the coming season."

The accompanying photograph was taken by report clerk Paul Wegener and wife, on their recent vacation to Niagara Falls. It shows



PICTURE OF NIAGARA FALLS TAKEN FROM MOVING TRAIN BY PAUL WEGENER

the view from the Michigan Central train, Canadian side, taken while train was moving. Note the mist rising high above the water.

CHICAGO TERMINAL

Correspondent, G. W. Hesslau, *Claims Investigator,* Chicago.

DIVISIONAL SAFETY COMMITTEE

J. L. Nichols.....Superintendent, Chairman
J. W. Dacy.....Trainmaster
G. P. Palmer.....Division Engineer
F. W. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
C. T. Horgan.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Superintendent, Chicago Division
Wm. Hogan.....Superintendent, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Assistant Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
R. J. Osborn.....Conductor
Thos. Fogg.....Engineer
P. H. Billeter.....Fireman
W. H. Egan.....Conductor
A. L. Reeves.....Engineer
Geo. Hendrix.....Fireman
H. M. Johnson.....Engineer

On June 14th, 15th and 16th, the Twenty-Sixth Annual Convention of the Baltimore and Ohio Association of Railway Surgeons met in Chicago at the Auditorium Hotel. The convention was welcomed in behalf of Mayer Thompson of Chicago by commissioner of health, Dr. John Dill Robertson, and the address on behalf of the railroad was given by J. F. Keegan, superintendent of the Chicago Division. Among the excellent addresses were those of Hon. William J. Calhoun, general counsel of the Baltimore & Ohio Chicago Terminal and ex-minister to China, Dr. John B. Murphy and Dr. Albert J. Ochsner.

About the busiest man the correspondent observed during the convention was medical examiner E. J. Hughes who, as one of the committee on arrangements, worked hard to see that everybody had a good time. Dr. Hughes is a charter member of this association and assisted in organizing it at Newark, Ohio, twenty-six years ago, at which time there were only a few members.

Gillis McGillivary is again working as telephone operator, from 11 p. m. to 7.30 a. m.

Miss Irene Gaffney is back at the switchboard again as relief telephone operator.

From Lennep, Montana, Dell Ryan reports having a good time and makes request for transportation to Tacoma, Washington, and return. Miss Ryan is making quite an extended trip and we will expect to hear a deal about the northwest country when she returns.

Mrs. R. C. Williams, wife of dispatcher Williams, Jr., spent the early July holidays at Milwaukee, Wis., visiting relatives and friends.

A Fort Wayne, Indiana, report states that R. G. Lindeman, secretary to district engineer, arrived there during the early part of July to

see his old hometown ball team, the Fort Wayne Grays, play. He was rather disappointed at the standing of the Grays.

W. W. Dingee, bookkeeper in the auditor's office, resigned, effective July 16th. Mr. Dingee was succeeded by William Beath.

Detroit, Michigan.—A stranger by the name of E. A. Miller was seen walking up and down the American bank of the St. Clair River looking over at the Canadian side with great interest. There is a mighty good reason why "Dutch" Miller didn't cross the St. Claire. He knows!

A. B. Criswell, resident material inspector, is making a flying trip from coast to coast during his vacation.

Sandusky, Ohio, July 4th.—A party by the name of J. F. Maloney was seen calling on the fair young lady from whom Jack receives all his perfumed letters.

We are pleased to report that conductor Charles Bean's condition is greatly improving. He is now able to be out and takes occasional automobile rides.

Switchman J. J. O'Hern of Robey Street, who is in St. Anthony de Padua Hospital suffering from a crushed toe, is getting along well.

Carl Odenwald, car repairer, who lost a leg on December 10th last, is now out of the hospital on a new leg, and will soon be able to resume duty. Carl claims he can outrun anyone of the boys of his age with his new peg.

Track foreman Edward Fogarty of Harvey, Illinois, is still on the sick list. He is feeling very much better, however.

A friendly singing bumble bee injured quite seriously extra gang foreman Otto Fairbank's eye.

Conductor Herman Selburg, who fractured his knee cap on January 3rd, is improving nicely and soon hopes to be at work.

Louis Reinke is spending all his loose change buying gasoline for his new 1916 Haynes.

Messrs. Irish and Wertenberg have gone on another smoke strike. How long they will stick it out cannot be predicted but if there was a bet involved they'd quit forever. This is a great team of stickers and they always manage somehow to get the goods on the third party first—how well, somebody knows.

Now that the building strikes are practically over in Chicago business will be considerably increased. Be prepared for it, and bear in mind that prosperity can come to our railroad just as it comes to our city.

On July 1st the Baltimore & Ohio Chicago Terminal entered into the Chicago plan of inter-line switching. It behooves all concerned, especially station agents, to study the situation carefully so that the plan will work smoothly.

It is with extreme regret that we tell of the passing of William A. Winters, one of the oldest

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and best engineers in the employ of the Chicago Terminal, who died of pneumonia at his home in East Chicago, Indiana, early on the morning of April 7th, after an illness of about one week. Mr. Winters entered the service of the Chicago & Calumet Terminal Railroad (now the Baltimore & Ohio Chicago Terminal) in 1891 as a fireman and was shortly promoted to engineer, having been in continuous service until his death. He leaves a good, clean service record. The funeral services were held at the First M. E. Church of East Chicago. The Rev. R. H. Crowder officiated and preached a very impressive sermon. Interment was at Oak Hill Cemetery, Hammond, Indiana. In the passing of Mr. Winters we have lost a good engineer and faithful employe, and an ardent worker in the Safety work; the widow and son, a good husband and father, and the city of East Chicago a good citizen. Mr. Winters was a member of B. of L. F. & E. lodge No. 525 and East Chicago lodge A. F. & A. M. No. 595.

On December 8th, 1890, Miss Mary Broadway rode to the Grand Central Station, which had just been opened, in a horse car, to begin her first day's work as matron of the station. Oh June 22nd last she was driven away from the station in a luxurious limousine, her arms filled with flowers and gifts.

It was her last day as matron, after almost twenty-five years of service in that position. Miss Broadway has resigned and soon will go to Mason City, Iowa, to spend the remainder of her life with relatives.

No more smoke. No more rush and rattle, clatter and din, for Miss Broadway—just the peace and quiet of a small place.

No more hearing of troubles or setting of straying feet on the right path, or constant guarding against the sordid and ugly, or hearing of unhappiness. Just plenty of knitting, maybe, and good friends, and only the lovely things of life.

The employes of the station were sorry to see Miss Broadway leave their ranks. They gave her beautiful flowers and a handsome gold-headed umbrella, and many other gifts, and took her home in the big automobile.

They gathered about her, men and women, at the station before she left, and told her how they would miss her, and M. Taylor made a little speech in which he said they had all grown to love Miss Broadway so, and that the station wouldn't seem quite the same without her and that the regular patrons would miss her almost as much as the employes.

Miss Broadway was very happy. She could hardly find words to answer the little speech and the kindly words spoken by H. R. Smiley, stationmaster. Tears dimmed her eyes so that she couldn't even read the comfortable check that was a parting gift from the station employes of the railroad she had served faithfully and well.

Miss Broadway, whose resignation was effective June 22nd last, was succeeded by Mrs. Ella Ryan, widow of our late captain of police, James F. Ryan.

Guy Lung, chief clerk to the road foreman of engines, and wife spent July 3rd, 4th and 5th visiting relatives and friends at Fort Wayne, Indiana, his old home town.

It has been reported by reliable authority that Charles Mimmack sent a telegram to "his lady friend" at Winnipeg, Canada, advising her that he would pay her a visit on his vacation. "Chick" has made many trips to Winnipeg and there may be some truth in the rumor that he might return a benedict this time.

Miss Rose Dunning, stenographer in the law department, enjoyed a much needed rest in the Province of Ontario, Prince Edward County, Canada, where she visited relatives and friends. On June 14th, 15th and 16th Miss Dunning reported in short hand the proceedings of the Company Surgeons Convention at Chicago and turned out a perfect piece of work.

Dr. J. H. Mayer, assistant medical examiner, and wife spent several days at Chambersburg, Pa., on account of the death of the doctor's mother-in-law. Dr. F. H. Hutchinson, assistant medical examiner at Garrett, Indiana, is assisting at Chicago during Dr. Mayer's absence.

On July 7th, Miss Rose White, former telephone operator, paid a visit to the telephone operators. When Jack Madigan learned that Miss White was visiting the operators he immediately made it his business to find some work in that office and "accidentally" met Miss White. Of course "accidents will happen." Jack says he always thought Miss White was a good telephone operator. Miss White says she would like to work for a railroad again because she likes the railroad work so well. There may be some truth in this.

OHIO DIVISION

Correspondent, C. N. Beyerley,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. Brooke	Superintendent, Chairman
R. C. Wescott	Trainmaster
Wm. Graf	Road Foreman of Engines
E. J. Correll	Division Engineer
P. H. Reeves	Master Mechanic
A. L. Townsend	Agent
L. H. Somінds	Claim Agent
Dr. F. H. Weidemann	Medical Examiner
H. N. Smith	Switchman
Timothy Clifford	Engineer
F. Myers	Fireman
F. S. Donaldson	Conductor
P. Clark	Supervisor
G. F. Buese	Gang Foreman, Car Department
T. D. Spence	Boilermaker

Jacob Huffman, passenger engineer, after fifty years of continuous service with the Baltimore and Ohio, was placed on the list to receive a pension, and retired from the service. Mr. Huffman was born November 11th, 1848, and entered service March 1st, 1865, as laborer in the motive power department. He went to work as fireman on May 1st, being promoted to

engineer in 1869, in which capacity he served up to the date of his retirement.

The Ohio Division loses the services of another of its veteran engineers in the person of Michael Brown, who suffered a stroke of paralysis, June 2nd. Mr. Brown was born April 1st. 1853; entered the service of the Baltimore and Ohio as a car repairer in 1866, was made locomotive fireman in 1871 and promoted to passenger engineer in 1874, his service amounting to forty-nine years. For several years he has run the local passenger train between Blanchester and Hillsboro on the Hillsboro sub-division.



MISS HELEN WILKINS

The accompanying picture is of Miss Helen Wilkins, aged seven months, daughter of Mr. and Mrs. John C. Wilkins of Baltimore, Md.

This is why John Jr., tonnage clerk at Chillicothe, makes short trips home, now and then.

C. D. Pairan, chief train dispatcher, took his vacation in July. G. E. Davis was acting chief train dispatcher during Mr. Pairan's absence.

Several of the Baltimore & Ohio boys have thrown their caps into the local political ring. Wm. Fox, chief clerk in the yard office, is candidate for nomination for councilman in the 2nd ward. "Jack" Frost, engineer, thinks he is badly needed as president of council and, according to Jack's own statement, "we need men in the Chillicothe council who have brains, men who will work for a bigger and better Chillicothe." "Milt" Rowland is a candidate for assessor. J. D. Withgott, attorney, assisting John P. Phillips, district counsel at Chillicothe, is a candidate for nomination as city solicitor. While James E. Ford has not yet made his intentions known, it is sincerely hoped that he will be a candidate for sheriff on the Prohibition ticket this fall.

L. G. Paul, who has been division passenger agent at Chillicothe for the past two or three years, has been retired, his age not permitting of further active service. Mr. Paul served the railroad company for a good many years at various points.

On the night of July 7th, Ohio was visited by one of the worst wind-storms it has ever known. The tornado originated down the Ohio River, and followed its course to Cincinnati, creating havoc in its path. Many buildings were destroyed in Cincinnati and its suburbs and great loss of life was suffered. From Cincinnati the tornado took a northeasterly direction, following the line of the Baltimore & Ohio to Midland City, where it turned up the Midland Division. The path of the storm was about five miles in width. Large trees were torn up by the roots, and the tops torn completely out of others. At Midland City the telegraph operators stated that the station building was shaken so as to stop the clocks on the wall. A small building near the station used as a restaurant was turned over three or four times.



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Write today for full free particulars of this man's wonderful memory and our offer to YOU.

FUNK & WAGNALLS COMPANY, Dept. 404, New York

F. A. Warner, conductor, had a thrilling experience during the storm. He was on his train near Washington C. H. when the roofs were blown off four or five box cars. Mr. Warner was standing on one when it was blown off, and he was deposited in a corn field, unhurt, and took his train through to Newark.

The mail carrier, who brings the morning papers from Washington C. H. to Chillicothe by automobile, stated that he stopped fifty-seven times on his trip of twenty-eight miles to get trees off of the road so that he could complete the trip.

We, at Chillicothe, think that the person who threw the switch at Midland City, turning the storm up the Midland Division, should receive a commendatory notice for his good services.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER.....Superintendent, Chairman, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. A. CASSIL.....Division Engineer, Seymour, Ind.
P. T. HORAN.....R. H. Foreman, Seymour, Ind.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
G. R. GAVER.....Medical Examiner, Cincinnati, O.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.
J. E. SANDS.....Agent, Louisville, Ky.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.
HUGO SIEFKER.....Engineer, Seymour, Ind.
A. HODAPP.....Conductor, Seymour, Ind.
W. K. BARLOW.....Fireman, Seymour, Ind.
RALPH BOAS.....Brakeman, Seymour, Ind.
ELMER CARUTHERS.....Clerk, Caller, Storrs, O.
A. W. HAYES.....Car Repairer, Storrs, O.

Effective July 1st, A. E. McMillan was appointed master mechanic of the Indiana Division with headquarters at Seymour, Indiana, vice W. H. Keller.

Engine No. 1576 is just out of the roundhouse here after a thorough overhauling by the force employed under instructions of the efficient foreman, Peter Horan.

Switchman Jas. Holland and wife recently visited Salt Lake City, Utah, and other western cities.

The ditching train has been placed in service on our division and this work will be pushed as rapidly as possible in order to have all ditches cleared and ready to carry the usual heavy fall rains.

Two of the best industries along the Southwestern on our division are closed temporarily: the Blish Milling Co. of Seymour, for repairs and on account of scarcity of wheat shipments just before threshing time, and the Lehigh Portland Cement Co. of Mitchell. One mill of the latter has resumed operation, the other still being closed. O. B. Conkey, agent at that point, states that the Lehigh Co. has a surplus of cement, that all orders will be promptly filled and that the shipments out will not be materially decreased.

Much damage was done on the night of July 8th to the Company's right-of-way and roadbed by a severe rain storm that passed over southern Indiana, washing out small culverts and bridges. One freight train was caught in the storm and finally succeeded in getting about one-half of their train into Seymour, the other half being left on main track until a relief train was sent out and made temporary repairs to the track.

Engineer R. J. Conley died recently in Seymour, and his remains were taken to Washington, his former home, where funeral services were held. Mr. Conley was an old employe of the Company and was well liked. About three years ago he was taken with tuberculosis and went to New Mexico to try to regain his former health. He returned to Seymour about three months ago and gradually failed until the final summons came. Mr. Conley leaves a wife and family and many friends here. He was a member of the B. of L. E. The Masonic Order had charge of the funeral.



HOME OF CHIEF DISPATCHER COPELAND

The accompanying picture is of the beautiful home of night chief dispatcher G. V. Copeland, recently purchased by him. It is a modern home throughout, located in one of the beauty spots of the city and is in keeping with many other houses being erected for the railroad boys.

Switchman J. V. Quinn, who was taken seriously ill June 10th, is still confined to his home.

Chief clerk to superintendent, Howard Adams, is off duty on account of sickness.

E. M. Fitzgibbon, one of the oldest Indiana Division operators and agents, died recently at Mitchell, Ind. Mr. Fitzgibbon had held different positions both as operator and agent with the Southwestern for thirty-five years and was a valued and trusted employe. He has a brother holding a similar position at Rivervale, and a daughter, the wife of fireman Lewis of this place.

John Underwood, of North Madison, and Miss Beulah Mount, only daughter of conductor J. W. Mount of the North Vernon accommodation, were married June 14th. They will

reside in North Madison. The bride is a well known and popular young lady and has many friends in Seymour, where she resided for a number of years.

ILLINOIS DIVISION

Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

R. B. WHITE.....Superintendent, Chairman, Flora, Ill.
C. G. STEVENS.....Trainmaster, Flora, Ill.
C. W. POTTER.....Trainmaster, Flora, Ill.
H. R. GIBSON.....Division Engineer, Flora, Ill.
H. E. GREENWOOD.....Master Mechinic, Flora, Ill.
F. HODAPP.....Road Foreman, Flora, Ill.
H. E. ORR.....Master Carpenter, Flora, Ill.
C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
W. G. BURNS.....Supervisor, Vincennes, Ind.
F. WYATT.....Supervisor, Flora, Ill.
B. O'BRIEN.....Supervisor, Carlyle, Ill.
W. COOK.....Supervisor, Springfield, Ill.
G. H. SINGER.....Agent, East St. Louis, Ill.
W. C. DEITZ.....General Foreman, Flora, Ill.
S. B. WESTLAKE.....Medical Examiner, East St. Louis, Ill.
J. R. BRADFORD.....Claim Agent, Olney, Ill.
A. HAAG.....Yard Engineer, Washington, Ind.
B. HUDGINS.....Fireman, Flora, Ill.
H. E. BOYD.....Brakeman, Flora, Ill.
J. LONG.....Yard Conductor, Flora, I l,
J. MANGIN.....Machinist, Washington, Ind.
C. J. ELK.....Boiler Shop Foreman, Washington, Ind.
F. M. PEEBLES.....Piece Work Inspector, Washington, Ind.

The report of the June meeting of the Divisional Safety Committee which came to the office of the Magazine showed corrections and improvements of wide range for the furtherance of safe working conditions for the men. From the moving of a house to the cleaning out of a drainage pipe, the thought of the men seems constantly to be turning on the essential things that can make the division safer. It is to be hoped also that in the individual practices contrary to Safety regulations, which cause by far the greatest percentage of the accidents, the men on the division are making a decided improvement.

Mrs. H. R. Gibson, wife of division engineer, and family are spending three months in California.

Conductors H. Bryan and L. M. Gorsage are enroute to the big fair. They will each take a long trip through the west before returning.

Chief dispatcher K. S. Pritchett and dispatcher B. B. Pritchett are in New Mexico visiting their brother. They will visit the expositions.



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¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

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SISTER TO THE "QUEEN ELIZABETH"—
DREDGE BOAT AT LEBANON, ILL.

The ball game between the Washington and Flora clerks at Flora June 26th, ended in a victory for Flora, the score being eleven to two. The batteries were Washington, Alberty and Stewart; Flora, Vermillion and Klier.

On June 23rd a 110,000 pound girder was removed from Silver Creek bridge to permit the passing of the largest dredge boat known to operate in this section. The boat was forty-



SHOP DERRICK ON RIGHT

seven feet wide, one hundred feet long and nine feet deep. The boom eighty feet long and the "A" frame fifty-one feet over the hull required a sixty foot clearance, making it necessary to remove the girder entirely from the bridge. Two derricks were employed in raising it and placing it in position after the dredge had passed. Trains were detoured from Lebanon to O'Fallon through Bennett mine train and over the East St. Louis and Suburban Railway



COUPLING UP THE NEW SPAN

Company tracks. The ties were removed from the bridge at 4.45 a. m., the girder removed at 8.30 p. m., replaced, and line open for traffic again at 2.52 a. m. Considerable delay was caused by one of the derricks having to be re-weighted, and by the cable connecting with the dipper on the dredge being broken while passing through. The photographs on the accompanying page were taken by the divisional correspondent.

Effective July 1st, H. E. Greenwood was appointed master mechanic of the Illinois Division with headquarters at Flora, Ill., vice A. E. McMillian transferred.

The following employes were elected delegates to the annual convention at Cleveland: L. Smiley, assistant shop clerk, Washington, Ind.; J. R. Minter, mechanical draftsman, Washington, Ind.; E. F. Sheets, shop clerk, Flora, Ill.; R. C. Heur, agent, Trenton, Ill.; J. Herman, carpenter, East St. Louis, Ill.; J. W. Davis, machinist, Flora, Ill.

Monday July 5th was observed as Independence Day. Local freight trains were annulled and freight houses closed except for the handling of perishable freight.

After being out of service for some time on account of repairs the Shattuc interlocker has been put in service.

The switch at the end of double track at Hanover has been interlocked with the block signal, making it impossible for the operator to give a train the signal until the switch has been thrown into proper position for that train.

TOLEDO DIVISION

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. MITCHELL.....Superintendent, Chairman, Dayton, O.
R. B. MANN.....Assistant Superintendent, Cincinnati, O.
E. W. HOFFMAN.....Assistant Superintendent, Toledo, O.
M. S. KOPP.....Trainmaster, Dayton, O.
C. W. HAVENS.....Trainmaster, Lima, O.
R. B. FITZPATRICK.....Trainmaster, Cincinnati, O.
F. J. PARRISH.....Division Engineer, Dayton, O.
M. P. HOBAN.....Road Foreman of Engines, Dayton, O.
O. STEVENS.....Road Foreman of Engines, Lima, O.
H. W. BRANT.....Division Operator, Dayton, O.
W. D. JOHNSTON.....Master Mechanic, Ivorydale, O.
C M. HITCH.....General Car Inspector, Cincinnati, O.
J. R. CASAD.....Claim Agent, Dayton, O.
F. S. DECAMP.....Claim Agent, Cincinnati, O.
JOHN SULLIVAN.....Supervisor M. of W., Hamilton, O.
E. LEDGER.....Supervisor M. of W., Dayton, O.
W. O'BRIEN.....Supervisor M. of W , Rossford, O.
G. W. THOMAS.....Master Carpenter, Dayton, O.
G. W. KYDD.....Supervisor Signals, Dayton, O.
DR. F. S. THOMPSON.....Medical Examiner, Dayton, O.
DR. WM. RYAN.....Medical Examiner, Dayton, O.
E. C. SKINNER.....Agent, Cincinnati, O.
J. F. FISHER.....Agent, Toledo, O.
L. F. HOCKETT.....Agent, Daytin, O.
J. C. STIPP.....Agent, Lima, O.
E. F. MALEY.....Agent, Piqua, O.
S. O. MYGATT.....Depot Master, Cincinnati, O.
W. A. IRELAND.....Depot Master, Dayton, O.
W. H. SITES.....Road Engineer, Lima, O.
F. E. MORE.....Road Engineer, Lima, O.
H. B. SMITH.....Road Conductor, Lima, O.
W. J. SIMMONS.....Road Conductor, Lima, O.
E. RICE.....Yard Conductor, Dayton, O.

A. GRONBACH.....Yard Conductor, Hamilton, O.
R. E. MCKENNA.....Yard Conductor, Cincinnati, O.
CARL KOCH.....Shopman, Lima, O.
JOHN RILEY.....Shopman, Dayton, O.
A. BREHARDT.....Shopman, Rossford, O.
FRANK ZUREICH.....Shopman, Cincinnati, O.
JOHN RYAN.....Track Foreman, Middletown, O.
J. R. EILERS.....Track Foreman, Sidney, O.
E. L. KELLEY.....Assistant Yardmaster, Rossford, O.
WM. ROSCHE.....Shopman, Ivorydale, O.
J. S. MCLEAN.....Secretary to Supt., Secretary, Dayton, O.

The ball game played at Toledo on June 27th, between teams from Rossford and Toledo, resulted in victory for the Rossford team. The score was eleven to one. Battery for Rossford was Eaton, Schultz and Freck; for Toledo, Murphy and Martin.

W. G. Farling, general yardmaster at Toledo, spent his vacation at Devil's Lake, Michigan. Upon his return he told thrilling tales of the big fish that he almost caught. Owing to the cool weather the dillyboggles were not biting freely at that time. Mr. Farling was particularly desirous of bringing back a mess of these fish for his friends. As all old fishermen know, the dillyboggle is a fish that swims backward in order to keep the dust out of its eyes.

Darl Crawford, assistant yardmaster at Rossford, took his vacation at Kenton, Ohio.

E. L. Kelley, assistant yardmaster at Rossford, spent his vacation in the east at Washington, Baltimore, Pittsburgh and New York. He came back filled with enthusiasm over the Baltimore and Ohio service.

C. H. Ellzey has been appointed manager of the rest house at Rossford vice Joe Clark, transferred to Cincinnati.

C. W. Brown, switchman, spent his vacation fishing in the beautiful Maumee at Defiance, Ohio. He reports some wonderful catches, but all his freinds have received from him is postal cards.

John Rohen, clerk in local office at Toledo, spent his vacation at home. Neighbors report that he is an expert at wielding a club on a carpet.

William Schlagheck spent a few days fishing at Wapakoneta. Since his return he refuses to answer any questions about the results of his angling.

Dan O'Rourke has been admitted to the bar. He is now practicing on his friends at the Toledo local office, and will later hang out his shingle somewhere.

Carl Speir, lake coal clerk, spent the Fourth of July at Cumberland, Md.

Tom White, yard clerk at Rossford, spent a few days at Milwaukee as witness in a lawsuit against the Soo Line.

George Boulenger made a visit to his old home at Cumberland, Md. He reports having had a splendid time.

Albert Hilse, car man at Rossford, is slowly recovering from effects of an automobile accident.



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Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

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Name_____

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W. H. Lammers, of the car department, has returned from his vacation very much improved in health.

Machinists Wm. Dowling and Albert Schmidt, of the Rossford shop, spent their vacation at Cincinnati.

A. R. Wendt, machinist, together with his family, spent his vacation visiting points in Michigan.

E. H. Leck, machinist, was married on July 6th. The boys are wondering whether as a usual thing he smokes as good cigars as those he passed around the other day.

J. A. Roller, yard engineer, is receiving congratulations from his friends by reason of the announcement of his marriage.

Mark Ellis, yard fireman, not to be outdone by the others, came in recently and announced the date of his marriage.

Joe Eberts, boilermaker, returned recently from a very enjoyable vacation in the east.

Tony Coine, tank repairman, has the deepest sympathy from employes on account of the death of his little boy.

H. D. White, operator in office of assistant superintendent, at Toledo, was a visitor at Cincinnati recently.

E. W. Hoffman, assistant superintendent, spent the Fourth of July visiting his parents at Indianapolis.

On July 11th the employes at Toledo gave a basket picnic at Ottawa Park. A special train was run from the Union Depot for the accommodation of the crowd of nearly five hundred.

The train arrived at the grounds at 11.15 a. m. At noontime lunch was eaten under the trees. Every family seemed to have a big basket filled to overflowing with good things. For the children there were provided a huge freezer of ice cream, and large quantities of peanuts, crackerjack and candy. The kiddies stayed right by the ice cream and candy stand until all was consumed. None of the grown-ups were allowed to partake of any of it.

After lunches were disposed of the crowd gathered to witness the ball game between teams chosen from those present. An excellent game was played. In fact some unusually good players have been discovered among Cincinnati, Hamilton and Dayton employes, and it is the intention to organize a team to play games regularly with teams from other points on the Toledo Division. The score was ten to eight in favor of the team headed by Stalker and Freck, who acted as battery. The other battery was Lechner and Schultz.

After the ball game came several contests, the entrants being confined to Cincinnati, Hamilton and Dayton employes and members of their families.

The long throw with baseball was won by Charles Haynes, machinist helper. H. D. White, operator in office of assistant superintendent, was a close second.

The long throw for women was won by Mrs. H. Griffiths, wife of chief electrician. There were twenty entries in this contest.

Nail driving contest for women was won by Mrs. H. Griffiths. On account of winning two contests, it can be fairly said that the honors of the day went to Mrs. Griffiths.

The running race for women was called no contest on account of two ladies tripping and falling. One of them was shaken up quite severely, but revived in a few minutes and seemed to enjoy the rest of the afternoon.

The fat men's race went to W. G. Farling, general yardmaster. It required three heats to decide this race. The contestants persisted in getting away ahead of the crack of the pistol. W. J. Holland, storekeeper, won a heat, but was disqualified for having his toe over the line.

After the various contests were over, several persons participated in the "Charlie Chaplin" imitations. This created considerable merriment. It was remarkable the number of persons who were able to present a good imitation of the famous funmaker. One child not over four years old was able to "Charlie Chaplin" to perfection.

During the afternoon those present voted on the prettiest girl and the homeliest man. Miss Ethel O'Brien, clerk in the local office at Toledo, was voted the prettiest girl and W. G. Farling, general yardmaster, the homeliest man. Mr. Farling, who really is a handsome man, protested that somebody voted repeaters for him as a piece of spite-work. As this was not clearly proved, the committee decided that the count should stand. Miss Helen Bronson, stenographer in office of assistant superintendent, ran a close second in the beauty contest.

As a further attraction, assistant superintendent Hoffman gave a raffle for children, the prize being a large doll. Master Richard Driftmeyer, son of car inspector Driftmeyer, won the doll.

The train left for town at 6.00 p. m., and carried a tired but happy crowd. There was not an accident or delay to mar the pleasure of the occasion. Everybody who attended the picnic had a most enjoyable time, and all were loud in their praise of the spirit that prompted the Cincinnati, Hamilton and Dayton to contribute so liberally toward making the gathering a success.

It is the intention of the committee in charge to make these outings an annual affair, because it offers the greatest opportunity for employes to meet one another and become acquainted.

Conductor Vanwormer and his aged mother are visiting relatives at Fort Dodge, Iowa.

Conductor Ridenour and engineer Kopp have been on the sick list for some time.

The Misses Kathleen O'Connor, Elenora Cogan, Clara Hoffman, Elizabeth Rowland and Elsie Kramer, of the Dayton office, spent a few days in Toledo and Detroit. We understand



Jean Paul Marat

The name of Marat will forever be associated with the Reign of Terror during the French Revolution. He fell at last by the hand of Charlotte Corday to avenge the loss of her lover. This period contains more of dramatic interest than any other in the world's history. It is out of this period that the Empire was born, dominated and ruled by Napoleon. It is generally conceded the best account of the French Revolution is by America's great historian, Dr. John Clark Ridpath. The story of this period should be read by every American who prizes his citizenship and loves his country. How else are we to judge of the great questions that confront our own Republic except from the lessons of the past

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BALTIMORE & OHIO

WESTERN NEWSPAPER ASSOCIATION
CHICAGO

that the motoring was a greater attraction around Toledo than the bathing at Detroit, even though the water was "fine" and the suit "new."

Master mechanic Johnston's office force has been transferred from the Ivorydale shop office to Dayton, making a consolidation with the general foreman's office from Lima. All accounting and timekeeping, statistical work, etc., will be handled at the Dayton office, which is located at the Dayton freight house.

Wm. Maus, timekeeper, master mechanic's office, has just returned from his honeymoon and has settled down in Dayton.



W. D. JOHNSTON, Master Mechanic (left)
M. P. HOBAN, Road Foreman of Engines (right)

The accompanying photograph shows W. D. Johnston, master mechanic (left) and M. P. Hoban, road foreman of engines (right) of the Toledo Division, on the lookout for smoke violations. Mr. Johnston's smile indicates that it was only No. 3 smoke.

At the annual meeting of the Cincinnati, Hamilton and Dayton Railway Employes' Mutual Benefit Association held at Phillips House, Dayton, Ohio, July 10th, with 101 members present, the following officers were elected for the ensuing year: William Messler, conductor, president; M. S. Kopp, trainmaster, first vice-president; F. E. Tharp, conductor, second vice-president; A. A. Iams, superintendent, third vice-president; D. J. Crowley, yard conductor, secretary and treasurer.

Board of directors: E. C. Skinner, agent, Cincinnati, Ohio; G. A. Foley, general yardmaster, Dayton, Ohio; W. C. Otis, assistant yardmaster, Toledo, Ohio; F. P. Wirtz, conductor, Dayton, Ohio; T. M. Berry, switchman, Lima, Ohio; E. M. Jones, conductor, Wellston, Ohio; Elmer McGuire, claim agent, Indianapolis, Ind.; M. P. Hoban, road foreman of engines, Dayton, Ohio; Geo. Campbell, conductor, Indianapolis, Ind.; Robert O'Neal, general foreman, Dayton, Ohio; F. E. Tharp, conductor, Dayton, Ohio; W. Finley, foreman, Findlay, Ohio.

There is great rivalry between the eating house located at Ivorydale and the one located at Rossford. These two restaurants are operated by the Ohmer Restaurant Co. and are patronized chiefly by the shop employes, train and enginemen at Ivorydale and Rossford. Mr. Shimmer, of the Ivorydale restaurant, has started a small chicken farm at Ivorydale and the product is used to feed the hungry railroad employes in order not to be outdone by the manager of the Rossford restaurant, who with his hustling help goes out and catches fish in the Maumee River. These are greatly appreciated by the boys at Rossford.

WELLSTON DIVISION (C. H. & D.)

Correspondent, L. E. Fenner, *Chief Clerk*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

A. A Iams	Superintenden , Chairman
R. W. Brown	Trainmaster
H. G. Snyder	Division Engineer
C. Greisheimer	Supervisor
S. J. Pinkerton	Supervisor
S. M. Baker	Supervisor
R. O'Neil	Division Foreman
F. M. Drake	Relief Agent
C. H. Rauck	Agent
E. M. Jones	Yard Conductor
J. M. Ginan	Conductor
B. F. Shelton	Fireman
T. G. Hoban	Engineer
L. H. Simonds	Claim Agent
Dr. F. S. Thompson	Medical Examiner
J. J. Fitzmartin	Division Operator
E. B. Childs	Stationary Engineer
I. N. Long	Section Foreman
E. Blake	Section Foreman
H. D. Spohn	Brakeman

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, Roy Powell, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

M. V. Hynes	Superintendent, Chairman
F. M. Connor	Trainmaster
H. F. Passel	Division Engineer
E. Boas	Master Mechanic
E. I. Partlow	Road Foreman of Engines
D. J. Curran	Agent, Indianapolis
W. H. Bettcher	General Car Foreman, Moorefield
P. H. Baker	General Foreman, Moorefield
H. F. Reynolds	General Yardmaster
E. L. Ault	Conductor, State St., Indianapolis
L. Hanlon	Engineer, Moorefield
R. J. Thiell	Agent, Decatur

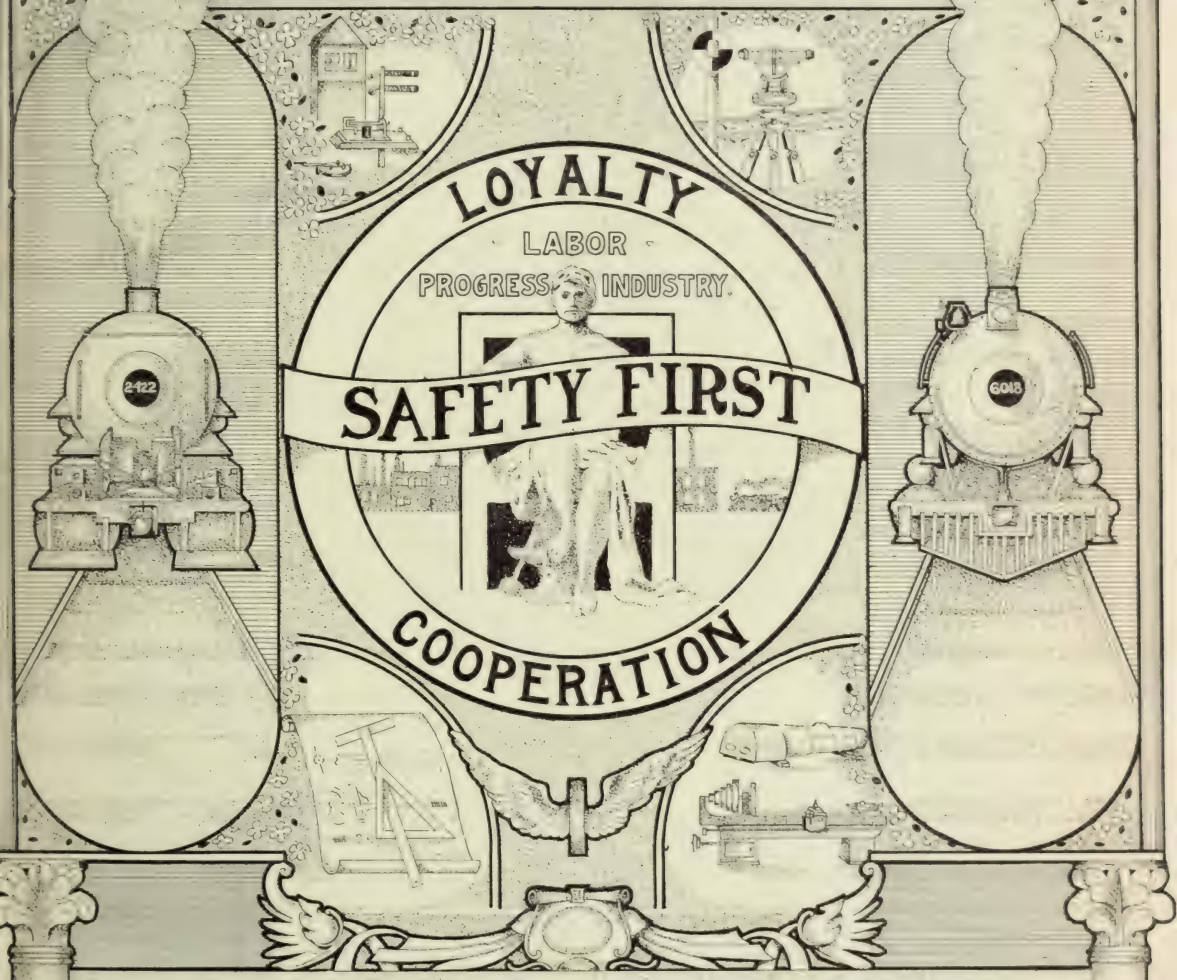
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Correspondent, George Dixon, *Chief Clerk*

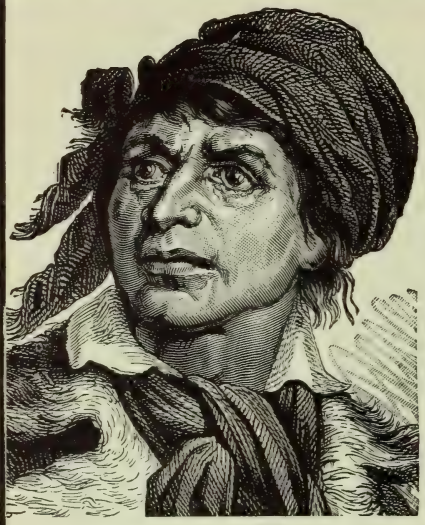
DIVISIONAL SAFETY COMMITTEE

H. R. Laughlin	Chairman
A. W. White	Engineer M. of W. Department
D. W. Blankenship	Section Foreman
J. J. Roach	General Foreman
S. H. Johnson	Engineer
E. Cassidy	Fireman
J. M. Moore	Conductor

BALTIMORE & OHIO ~ EMPLOYES MAGAZINE



Volume III | September 1915 | Number V



Jean Paul Marat

The name of Marat will forever be associated with the Reign of Terror during the French Revolution. He fell at last by the hand of Charlotte Corday to avenge the loss of her lover. This period contains more of dramatic interest than any other in the world's history. It is out of this period that the Empire was born, dominated and ruled by Napoleon. It is generally conceded the best account of the French Revolution is by America's great historian, Dr. John Clark Ridpath. The story of this period should be read by every American who prizes his citizenship and loves his country. How else are we to judge of the great questions that confront our own Republic except from the lessons of the past

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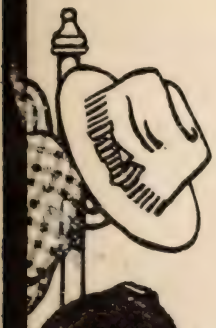
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 3 BALTIMORE, SEPTEMBER, 1915 Number 5

CONTENTS

Cover Design ..... L. S. Cunningham
Frontispiece—A New Picture of Harper's Ferry ..... G. B. Luckey 4
Achievements Encourage to Greater Endeavors—Deer Park Address ..... A. W. Thompson 5
What They Thought of the Deer Park Meeting 16
Hauling a Trawl on the Bay of Fundy ..... By An Employe 19
Reaching Men's Hearts Through Their Stomachs 21
The Relief Department—Its History and How It Provides For Employes ..... S. R. Barr 28
Exhausts 31
Mechanical Life of Ties as Affected by Ballast .. Earl Stimson 35
"Hello" in Telephoning Now the Mark of the Novice ..... B. H. Anderson 38
First Call for Glee Club Candidates 40
Construction and Promotions 41
Use of Combination Card and Revenue Waybill for Local and Interline Movements of Coal and Coke Traffic ..... C. C. Glessner 43
Little Talks on Little Leaks ..... A. N. Martin 45
Robert Finney—Obituary 47
By the Way 48
How Fast Are We Going? ..... C. E. Mitchell 53
Making Allotments of Coal for Yard Engines ..... James Bleasdale 54
For the Reader of Books 56
Character of the Happy Warrior ..... William Wordsworth 58
Martinsburg Veterans' First Outing ..... W. L. Stephens 59
The Hoof and Mouth Disease ..... E. L. McWilliams and C. R. Hampton 61
The Misuse and Abuse of "Safety First" ..... L. F. Shedd 63
Ditching and Cleaning ..... Jesse Snyder 64
Editorial 66

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only



HISTORIC HARPER'S FERRY *Photo. by G. B. Luckey*

This new picture, taken from the Virginia Heights and showing the junction of the beautiful Shenandoah and Potomac Rivers where the three states of Maryland West Virginia and Virginia meet, is the finest camera view of this wonderful bit of scenery along the picturesque Baltimore & Ohio

Achievements Encourage to Greater Endeavors

Opening Address of Meeting of Operating Officers at Deer Park, June 24 and 25, 1915

By Third Vice-President A. W. Thompson

Chief Operating Officer and Chairman of the Meeting

Gentlemen and Fellow Employes:

It is indeed a pleasure again to welcome you to a meeting of the officers of the operating department of the Baltimore & Ohio Railroad. Our last meeting, which was held in the month of September, 1913, was notable and long to be remembered by all of us. We were fortunate in having with us our president, Mr. Willard. His address was, beyond question, a most interesting and instructive feature of that meeting, and the lack of his presence and delivery in person of another similar address are circumstances that mar the present occasion, which, however, I predict is going to be a happy one. Mr. Willard has been unavoidably detained in New York. Being unable, therefore, to actually talk to us, he has done the next best thing, by writing a letter, which I will now read to you.

At New York, June 21, 1915.

Mr. A. W. Thompson,
Third Vice-President.

Dear Sir:

I am very sorry that I shall not be able to attend the staff meeting which is to be held on Friday and Saturday of this week at Deer Park, but, as you know, I made some definite engagements before the meeting was finally decided upon, and it is on that account that I am prevented from being with you. I recall with much pleasure and satisfaction the two meetings that I attended at Deer Park—one in June, 1910, the year I became president of this Company, and the second in the Fall, I think, of 1913. I was very glad in each instance to meet so many of the officers of the Baltimore & Ohio Company, and was also glad of the opportunity so afforded to explain to them some of the problems confronting the Baltimore & Ohio Company, as I understood the situation, and I repeat that I am sorry that I cannot be with you this week and avail myself again of the opportunity to discuss Baltimore & Ohio matters with Baltimore & Ohio men. Inasmuch as I cannot be there, I am going to say in this letter some of the things that I would have said in person had I been there, and will be glad if you will have this letter read at your conference.

I explained in 1910 what had been done at that time towards raising the new capital needed for the contemplated improvements, and suggested certain economies that I hoped might be accomplished. I would like now to recall briefly some of the things that have been done by means of the new capital employed and will refer also to some of the results that have been accomplished in the meantime, particularly in the way of better operation.

Since the June meeting in 1910, upwards of $100,000,000 of new capital has been spent by the Baltimore & Ohio Company for additions and betterments to the property and for new equipment. Approximately one-half of that amount has been spent for new locomotives, passenger coaches and freight cars, and approximately the same amount for additions and betterments. Among the more important improvements are the new double track tunnels at Sand Patch and Kingwood; new freight yard at Grafton; third track up Newburg and Cranberry grades on the west end of the Cumberland Division; the elimination of the helper at 58 cut; three tracks all of the way and four tracks some of the way between Patterson Creek and Cumbo, including the completion of the Magnolia Cut-off; the elimination of a number of tunnels too small for the present service requirements, including Bakerstown on the Pittsburgh Division; between 75 and 100 miles of new double track on the Chicago Division, so that today we have double track for the entire distance between Philadelphia and Chicago with the exception of about twenty-four miles; additional passing tracks on the Southwestern District, on the Parkersburg Branch and other portions of the System. These are some of the more important improvements, but many other things have been done to facilitate the prompt and economical movement of business.

During the period mentioned 578 heavy freight and passenger locomotives have been added to the Company's equipment, 185 passenger cars of all steel and steel underframe construction, and over 21,000 freight cars have also been purchased. In addition to the new equipment just referred to, many of the cars already in service have been strengthened and much improved. To illustrate—in 1910, sixty-one per cent. of all of the Company's freight equipment was of all wood construction and much of it absolutely unsuited for the severe service incident to heavy tonnage trains. Since then steel center sills have been applied to more than 10,000 cars, originally of wood construction, and besides, many thousands of old cars have been condemned and dismantled, and the result is shown in the fact that today over eighty-five per cent. of all Baltimore & Ohio freight equipment is either of all steel construction, or else is equipped with steel underframes or steel center sills suitable for the very heaviest service. This, of course, has had the effect of reducing materially accidents and delays due to trains breaking in two, and it has also resulted in a large reduction in the number of loaded cars delayed because set out enroute account bad order.

At the 1910 meeting, I expressed the hope that the freight train miles might be decreased materially. A decrease in train miles is a saving in conducting transportation. I am advised that the fiscal year, which will close on the 30th instant, will show increased efficiency in our operations in this direction. Of course, the new capital that has been spent for the various improvements I have referred to has contributed largely toward that end, as was to be expected. At the same time I appreciate fully that the one thing that has contributed more than all else to bring about this gratifying showing has been the constant and intelligent effort put forth by the officers of the operating department. Without their assistance the results obtained could not have been accomplished, notwithstanding the large expenditures referred to, and I am glad to express my appreciation of the results, accomplished largely and chiefly by the efforts of the men now assembled in this room.

Notwithstanding the fact that such a remarkable decrease in train miles has been accomplished, it is also a fact that the service, both freight and passenger, which the Baltimore & Ohio Company is giving today, is better than at any previous time during my personal connection with the property, and I am told by officers who have been here for many years that they do not recall a period in the past when the freight or passenger trains were handled with such regularity as obtains today.

Owing to the very sharp depression in business which followed the breaking out of the European war, the earnings of the Baltimore & Ohio Company, during the present fiscal year, will probably not

exceed $91,000,000 or approximately $12,000,000 less than they were in 1913. This heavy shrinkage in business has, of course, made it necessary to reduce expenses wherever possible, and in that connection I appreciate very much the earnest efforts which I know have been made by all to meet a serious situation.

I had hoped that we might be able to pass through the various difficulties that have confronted all of the railroads in the eastern territory during the last five or six years, without the necessity of reducing our dividend, but during the first six months of the present fiscal year, owing to the depression already referred to, and to our failure to promptly reduce operating expenses proportionately, the Company failed to earn a sufficient amount of net to pay the customary three per cent. upon its common stock, and only two and one-half per cent. was paid for that period. I am happy to say, however, that during the last six months of the present fiscal year, you have been able to get your operating expenses much better in hand, and we now have reason to believe that at the end of the fiscal year the net earnings will be sufficiently large to pay five per cent. upon the common stock for the whole twelve months, with a small surplus over.

I know full well that the results accomplished during the last few months are due to hard and determined effort on the part of all who are in any way responsible for the expenses, and I wish once more to express my appreciation of the efforts which have been made in that direction.

The whole subject is such an interesting one that if I were at your meeting I am sure I should want to talk a long time about it, but there are certain recognized limits beyond which it is not good form to extend a letter of this kind, and I feel that I have already exceeded the limits so imposed. I hope your meeting will be a profitable one, but to make it so, it is desirable, in fact necessary, that there should be the greatest possible freedom of discussion. The benefit which is derived from such a conference as this is not due to the wisdom of any one man or number of men, but it is due rather, in my opinion, to the quickened thought and broadened knowledge which comes to each because of a general exchange of views of all. Of course, it is recognized that certain of the officers have more information at their command than others, and in my opinion it is advisable, upon such occasions as this, to give every man the benefit of all the information obtainable which bears upon the problems which he may be called upon to help solve.

I wish to extend to all a most hearty greeting and best wishes.

Very sincerely,

(Signed) D. Willard.

This letter, gentlemen, speaks volumes, covering, as it does, a very broad field. I shall have to ask you to be patient and to bear with me in my talk, as Mr. Willard's letter covers the situation so thoroughly and his subjects are presented so lucidly as to leave little to be said, except by way of amplification of details. It is my hope, however, to interest you in a number of matters which, while not particularly new, are quite engaging and should have careful attention at this time. In his talk in 1913, Mr. Willard outlined a policy which he desired the operating department of the Baltimore & Ohio to follow. Doubtless you remember the substance of his remarks at that time.

In passing I avail myself of the opportunity to call your attention particularly to the fact that since the meeting of 1913 there have not been many changes in the personnel of the operating department. A few men have left our service, some have been promoted and several others (to whom I shall refer later) have, to our sorrow, gone to the Great Beyond.

Policies Outlined at 1913 Meeting

The policies which were outlined by our president in 1913 have been pursued diligently and successfully and have resulted in beneficial changes in the operations, especially in regard to safety, better service, and in economies to so

marked a degree as to call forth the commendatory expressions contained in the letter which I have just read to you. To you men before me is due the credit for the splendid showing.

Some of the standards set for us a few years ago seemed high at that time; yet they were not only attained, but surpassed, and a warrant thus given by ourselves to make, in a number of instances, new and still higher standards of operation. With this ever-increasing progress we are enabled to give our patrons better service and to operate with more efficiency and greater economy. Since 1910 our operations have been carried on with a so much higher rate of efficiency that we were able to maintain a six per cent. dividend until the past year, when it was reduced to five per cent., notwithstanding a decrease in gross earnings of about $10,000,000, and conversely, we have had an increase of $4,300,000 in wages paid, over $1,000,000 in taxes and about $2,000,000 in cost of materials. Had you gentlemen not been equal to the exigency, had you not effected desirable economies during the period named, without impairment of the service or property, the Baltimore & Ohio Railroad Company would not today be paying any dividend at all. This illustrates what harmony and cooperation within the department and between it and other departments can accomplish. Unity of effort was requisite to bring about the results and you performed your part well.

Harmony in Conducting Railway Affairs

Our president has often remarked that the heads of departments and their staffs were comparable to the leader of an orchestra and his musicians. The leader, beating time with his baton, expects complete and exact unison of movement with proper regulation of tone and volume, or harmony, which pleases the audience, guarantees their continued appreciation and attracts growing patronage. But let some of the members of the orchestra respond imperfectly to the direction of the baton, let even one instrument be out of accord, and a discordant jar and jangle mars the whole with resultant disappointment and dissatisfaction to those who had assembled for an evening of musical enjoyment, and they go away resolved not to return again. With repeated failures of this nature that orchestra soon passes into oblivion. The same is true of the railroad. Lacking harmony and cooperation we could not hope to hold our business, much less increase it. Unless everyone responds promptly and efficiently when our leader waves the baton we can not get the desired results. But I am glad to say that the prevailing attitude and feeling among the employes of this Company is attuned to the chords struck by our president, that harmony exists among us, and that you are giving a fine exhibition of team work, making for the betterment and the advantage of the Baltimore & Ohio. The results obtained since 1913 abundantly corroborate this.

Necessity for Drastic Measures to Bring About Economies in 1913

The necessity for efficiency and economy in our operations in 1913 was very apparent. A heavy reduction in earnings was accompanied by but little reduction in expenses; indeed in some directions expenses increased, and had we not been able to promptly and effectually remedy this feature of our operations and make a decrease in our expenses commensurate with our decreased earnings, the future could have been viewed only with foreboding.

Baltimore & Ohio Problem

The problem which confronts us on the Baltimore & Ohio is just a big business proposition. We have tremendous liabilities, extremely large in comparison with most industrial enterprises, and very large even compared with other railroads. Our total liabilities are nearly three quarters of a billion dollars, and it follows that the responsibility of the president and other officers of the Company is measurably heavy. I do not have to go far afield to find proof for saying that the responsibility has been met in splendid fashion, and that the success which has been achieved in the operation of the property

is entirely due to you gentlemen. How well we serve our patrons and the degree of satisfaction they feel, and how much we save of the gross earnings for dividends and surplus, depends largely upon your intelligent and concentrated efforts, upon your hearty cooperation and the results obtained, expressed not only in dollars and cents but in acceptable service to the public, which adds to the dollars and cents —in short, upon your comprehensive understanding of these problems in all of their complexity. To the old ones new ones are being added. Problems are brought into being that practical solutions may be found for and applied to them. And that is the principal cause of this meeting today.

Improvement Program in 1910 and the Results

While I have said that the welfare of the Baltimore & Ohio depends in a great measure upon you gentlemen, it is also proper to mention the large outlays which have been made on the property since 1910. In the past five years there has been expended for equipment and improvements in the line nearly one hundred million dollars. This expenditure has, of course, contributed to the successful results obtained.

Responsibility for Spending Money for Improvements

The responsibility for spending so huge a sum of money is great. The major portion of it rests on our president, but we, collectively and individually, must realize that we, too, share in and must bear a part of the burden. Is it not true that there is a proneness among us to spend money for improvements which at first appear to be essential, and that we do not stop to ask ourselves and investigate what interest will be actually earned upon this outlay, and whether such an expenditure is really warranted after all, in view of our heavy interest obligations. A prerequisite for obtaining money for improvements is that the property be operated so efficiently and economically as to earn a fair dividend each year and add to the surplus fund. We should, therefore, accord to all proposed expenditures careful consideration and convince ourselves beyond doubt that the improvement when completed will prove its own justification in augmented earnings. This is particularly one of the problems of the operating department.

Six Per Cent. Dividend

Our president looks forward (and we should do likewise) to the restoration of the six per cent. dividend on the common stock of the Baltimore & Ohio. It is the opinion of our president and directors that the Company should pay a six per cent. dividend, having in mind the heavy expenditures made for equipment and facilities for handling the traffic, together with the continuous development of the territory through which our railroad passes. It is not only possible, not only probable, but certain, that such a dividend can be earned, with a surplus, and it is not at all unreasonable to expect it. It is my hope that by constantly keeping before us our obligations, by a judiciously frugal policy governing expenditures, persistent attention to the details of our business and a continuance of the efficiency we have acquired, we will round out a condition which will warrant a return to the payment of a six per cent. dividend on our common stock, and in addition, have a surplus of three or four million dollars a year to be used for betterments. If we can continue for one year on the basis of our present operations, the results will be gratifying indeed, and constitute really an epoch in the career of the officers of the operating department of this Company.

The assurances which we have received from our president are more than pleasing, and should stimulate an energy which will guarantee our never-failing march in the path of progress, efficiency and achievement. His expressions manifest a feeling of implicit confidence, and we cannot afford to, nor will we, disappoint him in his hopes and expectations. Surely we will achieve the results he desires.

There is now in my mind a vivid recollection of the close of the first day of the

meeting here in 1913. Asking what support we could guarantee our president in carrying out his policies, and reposing supreme trust in the men before me, I answered for all of you. I said that we would give the president, whole-heartedly, unreservedly, and without qualification, the support he asked for. The letter which I read to you today clearly indicates the character of the support we have given him.

Carrying Out the Future Improvement Work

For a number of years we will probably not be able to spend a hundred million dollars in such a short space of time. In a way, we have passed the crucial point in the development of the Baltimore & Ohio. The expenditures of the future must be the result of more study in detail. While I believe every dollar of the large expenditures made in the past five years was spent in the right place, working the greatest good to the entire property, future outlays will again demand, as always, very careful planning. The improvements in the past few years were needed so badly that there could be no question as to the advisability and wisdom of making them. I have in mind the various betterments in West Virginia territory. In 1910 the industrial advance in that section was so great that we were unable adequately to take care of the business offered. At that time the movement of eight hundred loads a day east from Grafton was the maximum that could be expected. Today we can handle at least twelve hundred loads and possibly fifteen hundred daily. However, there has not been sufficient business offered to tax the capacity of the line east of Grafton. Five years ago serious complaint was made that we were unable properly to take care of the business interests of West Virginia, but I am glad to say that the confidence of these people is restored. However, when certain interference against the free movement of traffic, or the pinch points, are removed, others appear (though less acute, perhaps) and to bring about proper development in the territory which the Baltimore & Ohio operates we ought to spend ten million dollars a year. At the end of ten years, at that rate, we will have spent only one hundred million dollars, or about the same amount which was laid out between 1910 and 1914.

But in making any expenditures whatsoever there should be ever present and uppermost in our minds the points where we can get the greatest return upon each dollar put out, and we should constantly keep before our mental vision our relations with patrons and public. We should have in mind the building of passenger stations and other facilities that will attract business to our lines. In this connection, it behooves us to exercise prudent discrimination, however, and I mention this particularly because we sometimes view contemplated improvements as being of special importance, and yet when we look around and take in the whole field, the aspect changes. It therefore devolves upon each of us to make our expenditures, controlled by the same motives that would obtain were the property our own personal and private possession.

Surplus and Improvements

Of course, as you all realize, the credit of a railroad is one of the most important, if not the most important, of its assets. To have credit it is necessary that the property be operated in such an efficient way that there will be a surplus each year over and above all expenses, taxes, dividends, interest obligations, etc., and this gives assurance to the stockholders and others of the substantial condition of the property. The surplus may be used for improvements, particularly passenger stations, etc. With such a condition it is also possible for us to borrow money for improvements of greater magnitude. Therefore, it is quite evident that the future growth of the property, improved facilities and real progress depend upon how well we conduct our operations. Briefly, if we operate efficiently, pay a fair dividend and have a surplus, we have credit, money for improvements and are able to borrow additional money if necessary. On the other hand, if we operate poorly, it is necessary to reduce

the dividend, and we cannot, of course, have any surplus, which means we are without money for improvements and that our credit will not be such that we can borrow money. Surplus practically spells the difference between an up-to-date going business and a failure.

The Real Railroad Problem—Conducting Transportation

Now, let us get back for a moment to expenses in the operating department, particularly with reference to conducting transportation and maintenance. The real test on a railroad is the conducting transportation ratio to the gross earnings. Every dollar saved in conducting transportation is really that much net. In maintenance, however, a dollar may be spent to improve the property or equipment, but an additional dollar spent in conducting transportation is practically a loss. This thought will perhaps bring more clearly to your mind if you have not already realized it that it is necessary to have good results in conducting transportation and is a reason for following up carefully and minutely the expenditures in that department. In the past three years we have established beyond question that by allotments, and by allotments alone, do we obtain the best results in maintenance. Efficiency is frequently lowered because of the absence of a program in carrying out work, particularly where men and material are not brought together at the same time. Allotments will be established from month to month in good as well as bad times in the future, on the basis of a policy which will be laid out for a period of months, or a year, and only varied from time to time as the situation requires. Through these allotments and by careful following up of expenditures we expect to get the best results, and where it costs more on one division than on another to do a certain unit of work it will be investigated and studied to find out if there is any good reason for it. Let me urge again that you keep in mind that the real test of ability of you gentlemen and your future success depends largely on how well you carry on conducting transportation, that is, how low the conducting transportation ratio is to the gross earnings of the Company annually.

Standards Set

We have for some time set standards; indeed from month to month we are setting new standards in operating efficiency, and, as Mr. Willard stated in his letter, never before, so far as his knowledge goes, in the history of the Baltimore & Ohio, has the efficiency of the service been so high; never before have we maintained for so long a period an "on time" performance with our passenger trains, a performance of fast freight trains which seems unparalleled, and which has aroused a realization on the part of our neighbors, especially our competitors, that the Baltimore & Ohio is to be reckoned with. In the past few months representatives of other roads have done us the honor to come to our lines for the purpose of viewing our operations. This is very complimentary and supplies another reason, which I take pleasure in pointing to, another incentive for all of us to do our very best. Now that we are in the limelight, as it were, now that we have set standards and effected gratifying results, let us not lag in the good work, but rather continue onward. We cannot permit ourselves to drift backward. Indeed, I confidently look for new records to be established during the coming year on the Baltimore & Ohio. Some of the records which we now call standard will not remain distinguished by that title, because we have not reached the highest point of efficiency on our lines. In many ways we have, by our records, placed ourselves in the eyes of our neighbors in a position so enviable that much more is expected and demanded of us. Let us then not disappoint them. Let their expectations act as a spur to us, to the end that the Baltimore & Ohio will stand out as THE standard railroad of America, and that our president may justly feel that there is no such word as "fail" with us, and that we will merit his undiminished confidence.

Public Service

This now brings me to the question of service. The Interstate Commerce Com-

mission, as you know, has jurisdiction over the rates as well as many other matters pertaining to railroad service, safety, etc., and the situation today, so far as getting business is concerned, depends on the service that any one railroad can give; in other words, efficiency of the service is really efficiency of the operating department. We have just passed through a period of depression during which we have maintained a greater percentage of business out of the large industrial centers than we did when there was more business than the railroads generally could handle. During the next high tide of business, if we are as efficient as we have been in the past and as we are now, there is no reason, as I view it, that we should not get a greater proportion of the business than we are getting at this time. Much of our poor service is due to oversight and negligence on the part of our employes in following up the placing of cars, moving loads, etc., and not because we lack locomotives, cars and facilities for handling the business. While I do not say that such matters are purposely neglected or anything of that sort, yet the neglect is apparent, and if it is due to the inability of the employe or officers that it is impossible to get good service and take care of our patrons, then I submit that it is reasonable that they should give way to some one who is able to perform such duties satisfactorily. In connection with the service I am glad to see that the much talked of "courtesy as an asset" seems to have been realized on Baltimore & Ohio. While it may not always be carried out, there are many complimentary letters coming in, which indicate that a majority of the men at least are carrying out this policy as outlined by our president. It creates enthusiasm when we are able to secure business by courtesy and service and increased effectiveness of our officers in bringing about better operation.

Efficiency

I believe it is hardly necessary to discuss "Safety" particularly this morning, as the "Safety-First" ideas seem to have become impregnated in the minds of most, if not all, of our employes. Our results in this direction seem to prove this statement.

After safety comes efficiency. We should constantly have in mind that efficiency does not always mean the lowest cost. What it does mean is, the lowest cost commensurate with the proper handling of our business. Efficiency in our fast freight performance is an illustration of what I mean. It does not mean making a heavy ton mile, but in handling our trains in such a manner that we can compete with other lines and get the business. It means arriving at the final terminal about ninety-five per cent. on time and at the same time carrying the maximum tonnage that can be handled and accomplish this. It is through prompt and efficient handling of our fast freight trains that we have secured additional business for them, which means, of course, increased earnings. Shippers who are pleased with the handling of their freight will continue to give us their business, and in many cases will also ship their slow freight over our lines. Further, I am told by our passenger department people that passenger travel frequently follows the satisfactory handling of freight. If patrons are pleased with the handling of their freight they travel over the same road, and the whole matter of freight shipments and passenger travel is so closely interwoven that only efficient service will bring the business to our lines.

The Up-to-date Railroad

These thoughts lead up to the question as to what kind of a railroad we should have. We have heard our president speak so often of his ideal of what a railroad should be, and you all know, generally, what he expects. We want a clean, business-like railroad, one that a stranger will not notice as merely a fair railroad, or even a good every-day railroad, but one that attracts special attention and one that is above the average. We do not want any frills like white-washed telegraph poles or ribbon-edge ballast, but we do want the scrap picked up and our property looking neat and clean. In this connection, we have demonstrated that it does not mean an extraordinary expenditure to accomplish these results.

In the past four years our unit costs for various items in the maintenance of way department show less from year to year, while we all know that there is less scrap lying around on the property than there was four years ago, that there is less material generally lying around, that our station grounds are cleaner and that where we have material it is piled in neater piles, and on the whole our property looks very much better. I estimate that the efficiency in the maintenance of way department has increased fully eighteen per cent.

We desire that our passengers feel that when they travel on our lines they are on a safe railroad, and while our time between terminals may not be as fast as on other railroads, we want our patrons to get a good, comfortable ride and be at their destination at the time we advertise the arrival of our trains in our timetables. I was very much impressed with a statement which was made to me by Mr. Lowes of our passenger department to the effect that the Poor Richard Club of Philadelphia used the Baltimore & Ohio from Philadelphia to Chicago and return to attend the Advertising Club Convention. This is particularly significant, as Philadelphia has always been considered a Pennsylvania Railroad city, just as Baltimore is considered a Baltimore & Ohio city. Getting the movement of this special train is a great achievement by our passenger department, and a compliment to our railroad. The club traveled in a steel car train, was on time throughout the trip, and I am informed that they had a very comfortable ride; and, by the way, they arrived in Chicago thirty-five minutes ahead of time.

I have noted with particular interest that, generally, on that date, the passenger and fast freight trains were on time. This indicates that other business was not sacrificed. It is interesting to know that at least thirty members of this club had never ridden over the main line of the Baltimore & Ohio. The benefits from the good movement of this club from Philadelphia to Chicago and return will be far-reaching, and will undoubtedly bring additional passenger and freight business to our line. I can picture those gentlemen on the train who had for years used the Pennsylvania constantly looking out and comparing the Baltimore & Ohio with the Pennsylvania. I want to congratulate all of you on the way this train was handled, in addition to taking care of our regular business. You gentlemen accomplished in this instance what we desired and met the standard of our president, who wants the Baltimore & Ohio to be a clean railroad, without frills, but with courteous employes, courteous treatment to our passengers and patrons—just a plain democratic, good railroad. While that is undoubtedly a high standard, I feel that great strides have been made in the past four years in meeting the standard, and the handling of some of our special trains recently makes me hopeful.

Cooperation and Passing the Word Along

Cooperation means much in the proper handling of a big railroad system such as ours. I have indicated before how I feel about this subject and hesitate to mention it again. However, it is so important that I want to repeat how much it means to everyone here to cooperate, so that there may be such a feeling of harmony among the officers and employes that if anyone outside of our service speaks a word derogatory to the character or reputation of any of our officers or men, that person will immediately be challenged. We should all boost for our fellow officers. If there are any comments or criticisms that should be made, try to get the officer through some fellow officer of the railroad to understand, but do not talk about him on the outside. If you find things in another department that are not right, try to make it known to one of the officers of that department in a decent way and in such a way as not to offend him, but give him the information for his good. He may not accept your suggestion, but it will certainly start him thinking, and if two or three men should happen to mention the same thing he would certainly do more than think about it. In a way, I would like to see you all apply the same suggestion to this meeting. Only a small portion of us can be here to discuss the

affairs of the Company. If it were only possible to have more men hear our discussions the benefits would be great. As this is not possible it is necessary to depend upon you gentlemen to pass the word along. If each one of us talked to ten employes about what was discussed at this meeting and each one of those ten talked to ten more, the word would be quickly passed to a thousand of our employes, who in turn would make many others appreciate our problems, the proposed remedies, and just what end we are working for. With approximately fifty thousand employes on the Baltimore & Ohio System, you may readily see that it will require a good deal of talking on your part to pass the word to as many men as we desire be fully informed.

Working for Results

There is one thing that has appealed to me very much in connection with railroad work, and that is the concentration which an officer has to put into his work in order to get results. The railroad operates, with few exceptions, twenty-four hours a day barring accidents, and it is necessary for some one to constantly check every department in regard to what is occurring to change the operations if necessary before the wrong thing happens. Accomplishing things is the reward for hard work, and our burdens are very much lighter if we successfully carry on our work. How much better do we all feel, how much more cheerfully do we go to work and with what greater enthusiasm do we meet our patrons and fellow employes when we are accomplishing things. The fact that we are getting somewhere in a going business makes it worth while to work for.

There is a far different feeling in this country than there was ten years ago in regard to doing big things. A number of years ago the most important question was, "how much was a certain man worth?" "what was his wealth?" Today the question is asked, "what has this man done?" "what are his accomplishments?" Today men who are doing things and men who are accomplishing worth-while things are pointed out as notables. We may all be grateful and feel very fortunate because we are working on a railroad whose president is considered one of the leading, if not the leading president of American railways. His important work in connection with the so-called Five Per Cent. Rate Case and a number of other important questions having to do with railways, has placed him in this position. We would do well to try to emulate his example of thoroughness, broadness and disposition to be fair.

The New Railway Problem

A new era in the conducting of the railway business has been brought about in the past five years. The Interstate Commerce Commission regulates our rates; Federal laws govern safety appliances on cars and locomotives; representatives of the Commission inspect and supervise care and maintenance of locomotives and equipment, including the various safety appliances; better laws prescribe design of railway mail cars; representatives of the Commission investigate our accidents; State laws prescribe the number of men that shall be employed on each train, the character of caboose cars to be used, as well as various appliances, such as headlights, automatic fire doors, etc. They also prescribe where block signals shall be used. State laws prescribe the sanitary condition of passenger stations; State Commissions order change in grades, where trains shall stop, changes in railway location, interlocking plants and clearances. There are complaints from various shippers in regard to time of their shipments on the road, deliveries, placing of cars, etc. Shippers generally are following the movement of their freight, and from year to year are carrying less goods in storage and depend on prompt movement of freight by the railroads to meet the demands of their customers. Labor organizations are becoming more technical in their interpretations of the contracts than for years. Federal laws require mediation and arbitration to prevent strikes, all of which necessitates officers, particularly those in the operating department, who can view matters in a broad way, be conservative, and constantly remember that the interests of the public in per-

formance of service should, after safety, receive first consideration. The necessity for bright, energetic men in the various subordinate positions is becoming more and more apparent, particularly having in mind that the men must be constantly prepared to fill positions which are becoming more and more exacting.

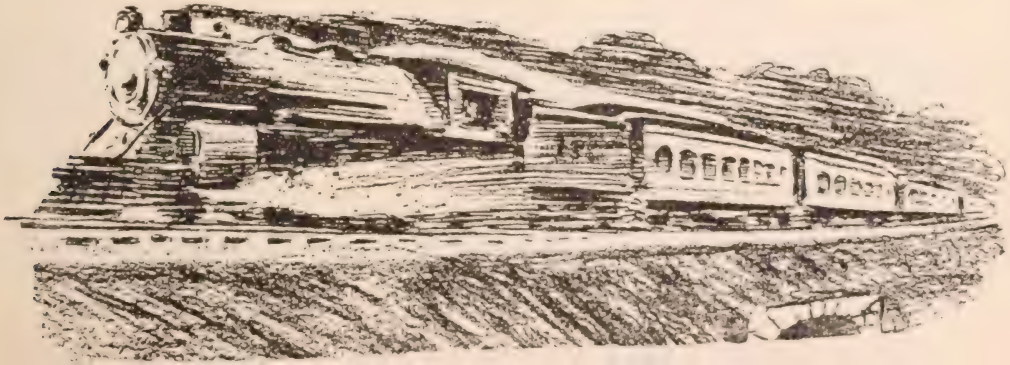
Officers Who Have Passed Away

As I mentioned earlier in my remarks, since 1913 there have been but few changes in the personnel of the operating department, and it is indeed with sadness that I speak of the men who have been called from our ranks since our former meeting. Mr. Charles Riley, former general superintendent of transportation, who made an address at our last meeting here, died suddenly, as did also Mr. E. A. Brown, assistant superintendent of the Ohio Division. Mr. Brown died on the eve of his promotion to the position of superintendent. These unfortunate losses from our ranks will continue, of course. Who knows what may happen to some of us before the next meeting. All of us should be prepared for whatever may come. And, having that in mind, surely we cannot afford to have other than generous thoughts for every one of our fellow employes, as well as others.

Today there lies ill in the hospital in Baltimore one of our superintendents, a very able man, a man of the highest moral courage, who has the respect of every one of us here and of thousands of others. I refer to superintendent C. L. French of the Cumberland Division, on whose division we are holding this meeting today. Mr. Galloway has just handed me a message from him, which reads as follows:

> "Am with you in spirit. Hope outcome of meeting far exceeds any previous ones. Am fighting increased trainload of blood corpuscles. Think Wednesday did the work." (Applause)

The blood trouble which has come upon Mr. French is something the surgeons and physicians know little about. It may attack any of us at any time. In this case it attacked a man of fine physique, mentality and morals and he was stricken down with the disease, and there is considerable doubt as to his recovery. It seems that the only possible cure is through blood transfusion. When it was found that such an operation was necessary, Mr. French's brothers-in-law went to Baltimore and submitted to the blood transfusion operation. As such heroic treatment brought about improvement in the condition of superintendent French there was an immediate offer from fifty employes of the Cumberland Division to go to Baltimore and help save the life of their superintendent, and it must be remembered that blood transfusion is not an ordinary operation, as there is danger attendant upon both the patient and the man submitting to the transfusion operation. It seems to me that I could hardly cite a more fitting illustration of what I mean when I say "Baltimore & Ohio men for Baltimore & Ohio men." We are here together operating the property for the stockholders, each one striving for the same end, rank and file and officers, with but a slight difference between our titles and no difference between us as men. Should we not all have the same feeling toward each other as those fifty loyal employes of the Cumberland Division had for their superintendent? Let the greatest good fellowship prevail on Baltimore & Ohio Lines, and let each one of us do his part to bring this about.



What They Thought of the Deer Park Meeting

We asked all the employes who attended the Deer Park Meeting to write what they thought of it for the Employes Magazine. The opinions of those who complied will be published in the order received in this and succeeding issues.

I LOOK upon our meetings at Deer Park as the most successful way in which to obtain exchange of opinions. At the June meeting various methods of construction, maintenance and operation were discussed, outside the regular sessions. The talks and discussions at the sessions are the means of bringing out clearly all the problems to be met. In no other way can so many employes obtain this information in such a short space of time. A book might be written covering everything that transpires at these meetings, and even then it would not do justice to the advantages obtained by "getting together" and "talking it over." Then again, the educational feature of the sessions should not be lost sight of. Without question every one in attendance went away with a determination to do something worth while between this and the next meeting. What we earn and spend judiciously should make a good showing, and that, added to what we have, must produce the best results, viz: "Efficiency with economy."

F. P. PATENALL,
Signal Engineer,
Baltimore, Md.

MY impression of the Deer Park meeting is very clear.

1—The value of bringing the supervising heads of any large concern together so that they may know each other better cannot be overestimated. People who like each other seldom have friction.

2—Having the head of the department clearly outline his policy, his wishes for the coming year and why it is necessary to do some things otherwise hard to understand, makes it easy for each to do his full share.

3—This clear understanding tends to create well directed enthusiasm, for one realizes how important he is in the general scheme and he can better instill this enthusiasm into the minds of those under him. A man working on the line, and seldom seeing the management, often loses sight of his importance.

4—As a summary: The Deer Park meetings help the organization by bringing everyone closer together, and they reduce lost motion to a minimum by showing everyone a well defined goal. And with every man thinking and working along harmonious lines, we cannot help but attain the goal desired.

J. W. COON,
Assistant to General Manager,
Baltimore, Md.

THIS meeting, and I have attended similar meetings at Deer Park, was one of the most impressive and instructive I have ever attended. The feeling of good fellowship, from the highest official to the lowest, was so noticeable that in my opinion it cannot have anything but a beneficial effect on our working conditions.

W. T. LECHLIDER,
Superintendent Cleveland Division,
Cleveland, Ohio.

SOME of the general impressions I obtained at the recent Deer Park staff meeting are as follows: 1st—The Baltimore & Ohio System is a first class machine for the manufacture of freight and passenger transportation. 2nd—Its efficiency as compared with other trunk lines of similar nature is high. 3rd—While it is the oldest railroad in the United States, it is the youngest in spirit and the most progressive in management. 4th—Its executive officers stand preeminent in railway management. Officers and employes are loyal to their Company and united in their efforts to obtain the best results at the least expense consistent with proper progress and maintenance. 5th—Future progress in the art of railroading will reveal methods whereby greater results can and will be obtained than those of the present.

J. H. DAVIS,
Electrical Engineer,
Baltimore, Md.

THE Deer Park convention afforded an excellent opportunity for the executives and officers of the different departments to state on the floor, the standards of operations desired. And the exchange of ideas as to the most efficient methods by which to reach such standards, was undoubtedly of considerable benefit to all present. From a social standpoint, the meeting seemed like a family reunion.

G. F. MALONE,
Superintendent of Car Service,
Baltimore, Md.

THE Deer Park meeting brought together employes of the operating and maintenance departments in a manner that permitted exchange of views and the discussion of subjects pertaining to the various departments and divisions. The result was that the accomplishments in the different departments were brought to the front in an enlightening manner and this in turn has started a keen rivalry for equal or better accomplishments. This, with the good fellowship, the cooperation and the earnest and intelligent discussion of the various subjects by those in attendance has been heralded enthusiastically all over the line, and the most favorable comment is constantly heard of the good brought about by the meeting.

C. W. GALLOWAY,
General Manager,
Baltimore, Md.

THE Deer Park meeting was one of the best that it has been my pleasure to attend. From every point of view it reflected credit on all concerned in its management. The order of exercises was well got up and the schedule strictly adhered to—all in line with the work of the officers in their respective lines of duty—"Everything on time."

Much praise is due our worthy third vice-president for the manner in which he conducted the meeting as chairman, and for the enthusiasm he stirred up by his personality. In an "official family" of this character it means much in results. It creates an esprit de corps which is as effective as the oiling of the machine, making it run more smoothly and with less friction.

The entertainment, consisting of singing by the Glee Club of the Baltimore contingent, the lecture on the Magnolia Cut-off by the third vice-president, and the lecture on the history of the Baltimore & Ohio Railroad, from the laying of the corner stone to date, which was so ably given by Mr. Lowes, assistant general passenger agent, helped drive dull care away after the day's work was done, and provided a most fitting ending to this very instructive meeting.

C. C. F. BENT,
Vice-President, Staten Island Lines,
New York, N. Y.

THE Deer Park meeting was the most interesting in matter of detail of any that we have had. The screen exhibition of the Magnolia Cut-off and also the pictures showing the progress from early up to present days, was most impressive and instructive. The work of the Glee Club was a surprise and delight.

C. SELDEN,
General Inspector of Transportation,
Superintendent of Telegraph,
Baltimore, Md.

THESE meetings are undoubtedly productive of much good. They accomplish the greatest good because they give every one a chance to meet and know personally the man who is often at the opposite end of a business argument.

E. V. BAUGH,
Superintendent Dining Car Service,
Baltimore, Md.



A STRONG SEA BREEZE PROMISED US A SHARP "BEAT" OUT OF THE BASIN

Hauling a Trawl on the Bay of Fundy

By An Employe

I AWOKE with a jump as Captain John gave a couple of vigorous kicks on my bedroom door with his heavy leather boots. A fisherman's toilet is not a long one, and as I was to be a fisherman for at least that day, it took me but five minutes to throw on a pair of hip boots, corduroys and a flannel shirt, and with a sou'wester and oil skin under my arm, get down to the breakfast table. Mrs. Purdy turned long enough from her sizzling bacon to say,

"Well, Bobbie, see yur goin' a fishin'. Ef ye don't bring me home a mess o' young ma'ker'l I'll box yur ears. There now, sit down an eat them eggs an taters an bacon an drink that cup o' coffee, fer John ain't goin' to let you sit an look on today—aire ye, John?"

"No, sir, sick er well, y' got to help me haul in that trawl, sir," the Captain responded.

Breakfast over, we left Mrs. Purdy and hastened across the road and down the lane to the beach. The sun was just peeping over the long fir clad hills in the east, the air was chilly and bracing. The clouds of the day before had gone with the night's rain, big drops glistened on the salt grass, the sky was an incomparable steel-blue, and a strong sea breeze out of the west promised us a sharp "beat" out of the basin and, if the wind held, a quick run home.

I think I shall never forget Annapolis Basin as I saw it that morning, so inviting and impressive in its stillness, its gently-rolling surface flashing back the warming rays of the morning sun; and away—four miles to the west across the waters, the white houses of Granville nestled at the foot of North Mountain, the bold gray cliffs at either side of the entrance to the basin, and not a sound but the soothing lapping of the water on the beach.

We had baited and coiled the trawls in their tubs the night before, so while I ran up into a fir grove and filled two jugs from a spring, Captain John put the trawls and our lunch into the dory. When I returned we pushed off and rowed out a quarter of a mile to the smack, again transferred the tubs and moored the dory. Captain John hoisted the main sail, I the jib, we let go our mooring and quickly got under way.

The run out was dead against the wind, but a strong ebb-tide helped us considerably and we made good time to the mile-long strait out of the basin. Here the famous Bay of Fundy sweeps in with tremendous force and causes dangerous eddys and whirlpools. So Captain John took the tiller, and, racing along with the tide, in spite of the strong head wind, we fairly flew past the high glistening cliffs on either side. I could easily believe the captain when he told me that it was impossible for a sailing vessel, in anything short of a gale, to enter the basin when the tide is ebbing.

As we went farther out into the bay, the waves became larger and every now and then we shipped a bucket of water. I thought it was quite rough and said,

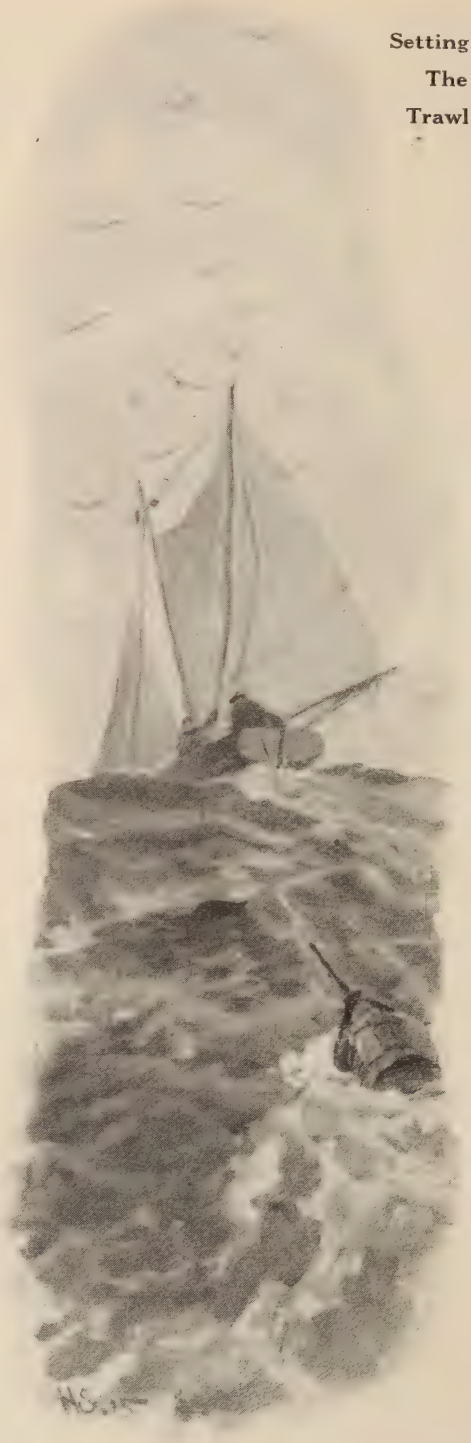
"Captain John, isn't this pretty rough?"

"No," he said, "Bobbie, this is mighty ca'm to what I've seen it. Why, the day after that big storm we had last winter, Troop McClellan and I was out here ar'ter cod, the sun was shinin' just

as bright as she is now, but the waves was so big that trawls was no good, an' we was using single lines, an' I take my oath that when we was on the crest of a wave, every bit o' a schooner as big as that two-master you see comin' in thar was hidden in the trough of a wave. Sounds kind o' like it came from the States, don't it."

"Yes," I admitted good naturedly, "it does, but when a deacon and the bell ringer in the church says it, I must believe it."

We anchored ten miles off shore and started to set our trawl, a heavy line about two thousand feet long, with thinner lines a foot and a half long attached to it at intervals of two feet. A single hook is put on the end of each line and baited with herring. One end of the trawl is attached to an anchor rope and also to some kind of a float, generally a small tub. We let the anchor down until we felt her hug the bottom, then threw the tub over with the anchor holding it stationary, and with the end of the trawl attached to the tub, we sailed the boat a half a mile farther, the while playing out the line.



Setting The Trawl

I began to feel hungry by this time and although it was only eleven o'clock, we ate a very appetizing lunch and sat down until it was time to haul up the trawl.

I amused myself by throwing herring up in the air to two birds that had hovered around the boat for over a mile, and that looked like undersized gulls. Captain John said they had the well deserved name of "Boobies," and that if I was quiet long enough they would try and get some herring out of the boat. And sure enough, one of the pair swooped down, lit on the basket not five feet from my seat, and flew off to his mate with two or three herring in his claws. They seemed unafraid of us and played around the boat all the rest of the afternoon.

Finally Captain John said it was time to see what luck we had had. I got a gaff, and as he hauled in the trawl I hooked the fish and threw them into the bottom of the boat. Strange to say, the first four I got were Mrs. Purdy's "ma'ker'l" (probably because mackerel swim in schools near the top of the water). After the mackerel, came cod, haddock,

pollock and a few sea trout and dog fish, until we had over three hundred fish in the boat, a good haul for that time of the year.

Our run home was delightful, straight before the wind, on a sea as smooth as glass, and after the heat of a July day was over. I greeted Mrs. Purdy, who had come down to the shore to meet us, with an impolite but defiant fling of her four precious "ma'ker'l." She seemed surprised at our fine catch and said to Captain John, pointing to me,

"John, you'd better take him along with you again. Mebbe he'el keep on bringin' luck."

But the captain put his hands on his thighs, and said, with a hearty laugh,

"Yes, I'd keep him here all the time if he didn't ask so darn many questions."

Reaching Men's Hearts Through Their Stomachs

Dining Car Service Great Factor in Getting Business

"We may live without poetry, music, and art;
We may live without conscience, and live without heart;
We may live without friends; we may live without books;
But civilized man cannot live without cooks."

LONG BEFORE the social service workers in our large cities found that the way to reach most men's souls was through their stomachs, Owen Meredith penned the familiar four line verse which introduces this article. It occurs in his beautiful poem "Lucile," and enunciates gracefully the fact that well-prepared food is the one indispensible necessity of civilization. But in times more nearly our own, it has been the student of social conditions, the welfare worker in our city slums who has emphasized again and again the fact that an empty stomach is a poor foundation for religious teaching, and, *vice versa*, that a well-fed man is a sympathetic subject for moral regeneration.

The Baltimore & Ohio is, therefore, only following the dictates of experience when it tries so hard and so well to reach the hearts of its passengers through their stomachs. To say that the dining car service is the most important factor we have in getting and keeping first class passenger traffic would probably be an exaggeration, especially when we consider how essential are the factors of safety and speed. But it is no exaggeration to say that the finishing touch to a perfect ride can be given in no other way quite so well as by a good meal. The passenger who has been well fed appreciates to the full the genuineness of our slogan, "Our passengers are our guests."

Our dining car department, is not one whit behind other branches of our service in their belief in and practice of "Safety First." In truth, in what phase of living is "Safety" more essential that in the preparation of the food which makes life possible! First, therefore, we find that every applicant for a position in this department undergoes a rigid physical examination by our doctors, before being admitted to the service. And this examination is repeated every two months in the cases of the employes who have anything to do with the handling of the food. Hence, it is not in outside appearance alone that our dining car employes set so high a standard, as all

who have occasion to use our trains attest, but also in the more important fundamental of health.

"Safety First" also dominates the buying of all our food. When you order some canned peas or beans or what not, on our trains, you may be sure that neither benzoate of soda nor copper sulphate nor any other poisonous food preservative is included in the service. A casual examination of what is served will prove that all of the edibles covered by the Pure Food and Drug Act, come up to the high government standard prescribed therein. Each of our supply men has given us a written guarantee to this effect, and each consignment of canned or bottled foods is watched closely by our own inspectors to see that the guarantee is lived up to.

For all our service east of Pittsburgh our perishable food, including meat, vegetables, eggs, etc., is purchased from Baltimore commission houses. For the southwestern section, it is bought in Cincinnati. In both of these cities we have large storerooms. But in Pittsburgh and Chicago, where the amount of business is not so great, we buy our supplies from a concern which specializes in food of all kinds for the finest hotels, clubs and restaurants. In Wheeling and Garrett we also have some dealers in order to protect our service in case of running short in individual car supply. In the purchase of that delicious but extremely deceptive edible, creamery butter, our stewards are given a free hand so that they can always get the best the market affords. Garrett is a great butter center and we buy much of it there.

"Home cooking" on one of our menus, means just what it says—and it tastes quite as good as it sounds. It is difficult to do much of it on a dining car because of the limited facilities both in equipment and men. But to the limit of our ability we bake our own muffins, rolls and biscuits, and the plain pastry, such as puddings and pies. This may not mean much to you unless you have had some of our "green apple pie baked on the car." Then you will understand why we go to this extra trouble to tickle the palates of our guests.



TRIM, HANDSOME EXTERIOR OF NEW STEEL DINING CAR

The Baltimore & Ohio steward is possibly the most responsible man of his calling on any railroad in the country. He is in absolute charge of his car. All supplies in equipment and food are checked against him. He must watch his men and be responsible for them. He makes out his slip of "Specials Today" for all his meals, the Company furnishing each steward a typewriter for this purpose. He uses his own judgment in the selection of dishes, choosing most of them from two voluminous cook books at his disposal. But, if he goes to the Waldorf or the Ritz-Carlton or the Blackstone, and he finds a particularly delicious new dish, he is at liberty to serve it on his car. Each of his "Special Today" slips are approved by the home office, but this is more for record purposes than to interfere with his judgment. The permanent printed menus and the prices,—these are

the only two things supplied him by the home office. His menus are watched closely, of course, and he is always glad to get suggestions to make them more attractive; for instance, if a new way of serving fruit comes into vogue, or if some particular edible is especially plentiful and delicious, he is reminded of the fact. And the best stewards can easily show their superiority by the way they get up their "Special Today" slips, the way they utilize their supplies, not only for good service, but for economy, etc.

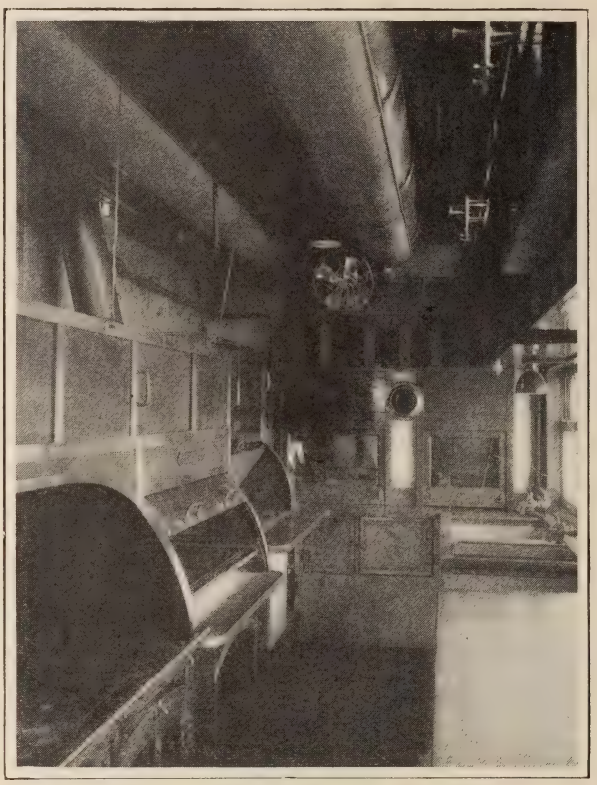
Next to the steward, the chef is the most important person in the dining car crew. He is responsible for the preparation of the food, the condition of the kitchen and the general attractiveness of the dishes. The most important items of food he cooks himself and anyone who has eaten often on a dining car knows how the preparation of the food can either make or mar a meal. The duties of the second and third cooks are generally assigned by the chef or first cook, as he is sometimes called. Usually, however, the second cook has charge of the preparation of certain kinds of food, while the third cook cleans the kitchen, ices the refrigerators, keeps the fires up, washes the dishes and does the many little chores necessary to a good, clean, culinary organization. The promotion policy of the dining car department is that of the railroad in general, namely, to keep our own men in the service by advancing them to better positions. Hence, most of our present chefs started as third cooks and have advanced by merit. Usually when they are promoted they are moved to a new car, so as to have a fair start with the new waiters and cooks working with them.



THIS INVITING INTERIOR LOOKS "GOOD ENOUGH TO EAT"

The dining car kitchen can best be described as "much in little." In the accompanying picture in the lower left hand corner is the roasting oven with the flat stove for frying and boiling above it.

Next to this is the thirty-six-inch broiler for steaks, chops, etc., underneath which is the coal bin, where charcoal and hard and soft coal are kept; the first for the broiler, the second to use in terminals, where a minimum of smoke is desired, and the third for use on the road. Next to the broiler is the steam oven, where all roasts are kept, savory and juicy, for the table. Beyond the broiler is the soup tureen, the edge of which can just be seen and above it, the coffee urn. The large compartments running along the middle left side of the picture are the warming cupboards for platters, and all service dishes. On the near right hand side are the refrigerators and next to them the sinks. The window in the right center is where the soiled dishes are put through after service, and all freshly prepared hot food goes through the window in the left center. Back of this window is the pantry, where iced foods such as shell fish, relishes and salads can be kept for quick service. Almost in the center of the picture can be seen the speaking tube and several feet below it, another cupboard for warming individual service plates, cups, saucers, etc. The big water tanks are just below the ceiling of the car and particular attention is paid to ventilation with electric fans and the large ventilators on the upper right and left.



STANDARD DINING CAR KITCHEN

Such is the organization of a dining car kitchen, described in detail not so much because of its interest or because it will be long remembered, as to show how well the small space is utilized, and how carefully planned and well arranged is the equipment. There is practically nothing in the line of food that cannot be prepared in this little kitchen quite as well as it can be in a hotel kitchen covering an acre of space. The experience and testimony of our passengers is proving this every day.

Each regulation dining car carries three waiters, one of whom has charge of the pantry, one of the linen and silverware, and the other of the cleaning of the car enroute. These duties, of course, are in addition to their regular table service, which, from the standpoint of attracting passengers, is by far the most important part of their work. All waiters are on an equal footing in a dining car, the guests being assigned to them without preference. Some of our regular patrons have their favorite waiters, however, and a steward is usually glad when a passenger favors a waiter, for he then knows that the passenger will be satisfied.

Whenever one begins to discuss railroad service, he is prone to say that there is no more important person in the service (considered particularly from the viewpoint of securing new passengers) than this one or that one. And by the time one gets through with all the employes

involved in the branch of operation under discussion, he has, as a rule, at least considered, if not mentioned, each employe as the most important link in the chain of service with which we hold the patronage of the public. This simply goes to show how really cooperative this great transportation business is,—how the action of each individual looms up in its importance when we attempt to analyze it as a strong link in the chain of service.

In the dining car department, however, the writer subscribes unequivocally to the fact that the waiter is the most important factor in the service. There is nothing which will spoil a meal so surely as an officious, impertinent, disagreeable or incompetent waiter. On the other hand, a poor meal will take on the flavor of a feast if served by a competent, considerate and genuinely nice waiter. Fortunately, we have many such, and it is a real pleasure to know them as Baltimore & Ohio employes, engaged, as all of us should be, in an honest endeavor to increase our business by giving good service.



E. V. BAUGH
Superintendent Dining Car Department

The waiter's job is not a cinch. As a rule, he is a reasonable fellow, anxious to please, if only because it is nicer to be pleasant than unpleasant. He meets some pretty "tough customers"—people of peculiar tastes and bad digestions, who have to be handled carefully. But that is all the more reason why he should be diplomatic and careful to see that his service is as nearly perfect as possible. What a delightful and helpful thing it would be if every Baltimore & Ohio waiter would greet each of our patrons with a smile like the expansive one which makes the colored fellow in "Cream of Wheat" advertising so attractive! That is a genuine smile,—cordial yet dignified. It means real hospitality and if we can multiply it in the persons of our own waiters, it will add tremendously to the attractiveness of our service.

Our dining car department has two large store rooms, one at Baltimore and the other at Cincinnati. All cars are stocked two or three times a month with canned and bottled goods. Perishable food is put on every day at Baltimore, Chicago, Cincinnati, Pittsburgh, Wheeling and Garrett, and must be handled expeditiously and carefully to prevent spoilage.

Special movements requiring meals always challenge the utmost that our dining car service can give. The quality of the food is the same as that in our regular train service—it cannot be better—but it is more varied and special dishes are featured. For instance, on the special train carrying the Poor Rich-

ard Club of Philadelphia to the Advertising Convention at Chicago in June, the menus for the day, enroute, were viz:

BREAKFAST

STRAWBERRIES AND CREAM
CREAM OF WHEAT
BROILED CHESAPEAKE BAY MACKEREL
HAM AND EGGS, COUNTRY STYLE
BROILED LAMB CHOPS
POACHED EGGS ON TOAST
POTATOES—FRENCH FRIED OR HASHED BROWN
HOT ROLLS WHOLE WHEAT MUFFINS
COFFEE TEA COCOA

LUNCHEON

CLAM CHOWDER
RADISHES GHERKINS
BROILED CHESAPEAKE BAY BLUE FISH, ANCHOVY BUTTER
FRIED CHICKEN, MARYLAND STYLE
ROAST LEG OF LAMB, BROWN GRAVY
POTATOES IN CREAM STRING BEANS
PINEAPPLE SALAD
ICE CREAM ASSORTED CAKE
EDAM CHEESE NEUFCHATEL CHEESE
TOASTED CRACKERS SALTINE WAFERS
COFFEE

DINNER

LITTLE NECK CLAMS
QUEEN OLIVES YOUNG ONIONS
SOUP—VEGETABLE
BOILED CHESAPEAKE BAY ROCK FISH, HOLLANDAISE SAUCE
POTATOES, NATURAL
CHESAPEAKE BAY SOFT SHELL CRABS, TARTAR SAUCE
PRIME ROAST BEEF, NATURAL
BROWNED POTATOES GREEN PEAS
LETTUCE AND TOMATO SALAD
ICE CREAM ASSORTED CAKE
ROQUEFORT CHEESE CANADIAN CHEESE
SALTINE WAFERS TOASTED CRACKERS
COFFEE

More attractive meals could scarcely be served, and the members of this club—one of the most influential advertising clubs in the world—were unanimous in their praise of them. The appearance of our cars is always improved on these special movements by having our waiters dressed in white from head to foot—white collar, tie, shirt, coat, trousers, socks and shoes.

If you want to find out the efficiency of a department, find out how the employes like the "boss." In other words, if you would like to know what a really splendid dining car department we have, ask any of his men what they think of E. V. Baugh, superintendent, and you won't be disappointed.

Mr. Baugh has been with the road since 1899. His job is his hobby, as it should be. He is conceited about it and admits it. He says that he can give any record of dining car expense or performance for the last sixteen years—if asked in his office, invariably; if on the road, in ninety-nine cases out of a hundred—and he can. He believes that a man ought to love his work to get the best out of it, and he is right. At the Deer Park Operating Convention, third vice-president Thompson said that the only reason Mr. Baugh held his position was because we couldn't find a better dining car superintendent. That should be enough praise for any man.

We now have twenty-five standard dining cars, twelve parlor cafe cars, three cafe coaches and three grill cars in service. In the month of August the department numbered three hundred and seven men. John Phillips is assistant superintendent at Baltimore, and R. H. Wilson at Cincinnati. D. A. Galinaria is a traveling conductor in name, but is actually assistant superintendent of the Pittsburgh District. W. W. Williams is inspector of service, and John Weise is traveling chef.

Mr. Baugh is a great believer in individual initiative and he gives his men as free a hand as possible in their work. That they know how to handle difficult situations is well illustrated by an incident that took place in the blizzard of the winter of 1913–14. Train No. 524 was stalled about half way between Philadelphia and New York, and the steward, equipped to serve a table d'hote dinner to a limited number, was suddenly called upon to take care of a train full of hungry people for dinner and breakfast. He was miles from a station or store, but only a short distance behind a stalled fast freight. A little investigation showed that there was a quantity of groceries and refrigerated meats on this train, and a message to Philadelphia brought permission from the trainmaster to ap-

propriate whatever of these edibles was necessary. Hence, through the initiative of the steward and the generosity of the road, our passengers were really made our guests, and though unavoidably delayed by the storm, undoubtedly left our train with a splendid opinion of our service. Instances like these could be multiplied, as in the great floods in the middle west in 1913, when all of our delayed passengers were fed at the expense of the road.

Mr. Baugh can best tell us in his own words some of the reasons he has such a loyal corps of men. He says:

"I don't believe in discharging an employe if I can possibly make a man out of him. It is far better to try to bring out the good in him, to appeal to the better side of his nature, even to the extent of asking him if he is doing right by his family, in an endeavor to keep him straight, than summarily to dismiss him.

"It doesn't pay to reprimand an employe publicly. It hurts him unnecessarily and breeds resentment. It is far better to take him off to a quiet spot and reason with him as a friend. To swear at an employe is unfair, because he has the same right to swear back and can't do it because of his subordinate position. But, worse than that, it is ungentlemanly, coarse and useless. Nor does it promote politeness in a department in which this virtue is held at a premium.

"No steward has left us who has not wanted to come back. Only two of them have left without trying to get back. And I think that this applies to practically all other employes of the department.

"There is one other thing that I want to emphasize, namely, that I have the best support of any transportation catering superintendent in the world, both from the management and from all of my subordinates. And I want to give full credit to the latter for their share in making our department standard as high as it is."

Mr. Baugh is a great believer in his men, so he calls on them often to help him. When expenses need to be reduced, a courteous letter goes to each steward outlining what has to be done and asking for a favorable and prompt reply. Other letters request the opinion of his men on the service or ask for suggestions for its betterment. Others mention the dozens of items which need to be looked after, remind the stewards that these items are being watched and express the hope that the showing in each particular may be improved. For instance, the cost of kitchen utensils in 1914 was $673.69, of crockery and glassware, $5520.83, of silverware, $283.08, and of linen $9651.80. And it is just as much a problem with Mr. Baugh how to use his table linen economically as it is for our fuel supervisors to get every pound of revenue-producing steam they can out of a ton of coal.

The head of any progressive department on the railroad will tell you how much he values honest criticism by employes. Mr. Baugh is one of these. He thinks that the employes who use the dining cars are the best possible critics of the service and he would like to hear from them. We believe that ours is the best dining car service in the country. Let us keep it in that position by sending in our suggestions to this department, which is doing so much to brighten the name and increase the fame of the Baltimore & Ohio.

Employes Please Note

About 75 stereopticon slides, which have been used by the General Safety Committees to illustrate their Safety talks and lectures, have been misplaced. Anyone knowing the disposition of these slides will confer a favor by notifying the Editor.

The Relief Department

Its History and How It Provides for Employes

By S. R. Barr, Superintendent

WITH the view of enlightening a great number of persons who have entered the service in late years, and who have only a limited knowledge of the Relief Department, its objects, aims, methods and accomplishments, it is thought that the best way to convey this information is through the medium of the EMPLOYES MAGAZINE. Not only the new members, but perhaps a majority of the old ones, have but imperfect ideas, and many of these ideas are erroneous and misleading. While each member is supplied with a copy of the Regulations, very many do not read them at all, and it is most astonishing to learn of the misapprehension obtained by those who do read them.

As long ago as 1846, or thereabout, the necessity for such an institution was recognized, and the Company was petitioned to adopt some method of providing in a systematic manner, for those who, in the performance of their duty, became incapacitated, either partially or wholly, from injury, disease or old age, from earning a livelihood. Several efforts were made from time to time to meet this situation, but it was not until 1880, upon the return of Mr. Robert Garrett, then a vice-president of the Company, from Europe, where he was much impressed with the value of the English Friendly Societies and other similar institutions throughout Europe, that he earnestly and vigorously took up the subject, resulting in the establishment on May 1, 1880, of what was then known as The Baltimore & Ohio Railroad Employes Relief Association. This was the first institution of its kind in the western world. In 1882 it was deemed wise to obtain a charter from the Legislature, and this was done, the title being changed to The Baltimore & Ohio Employes Relief Association. At a subsequent session of the Legislature (1887-1888) an effort was made to amend the charter in such a manner as to practically necessitate the winding up of its affairs. To prevent this, it was agreed to accept from the Legislature a repeal of the charter, with the result that the present department was launched on March 15, 1889.

The organizations referred to above were, as is the case with most original efforts of this and other kinds, very crude and inadequate; but as time went on many improvements and new features were added until it arrived at its present form. The object sought to be accomplished was to improve the relations between the Company and its employes by making provision in a systematic manner for the relief of those who met with misfortune. In 1882 the Savings Feature was added, by means of which deposits of savings could be made, the safety of which was absolutely guaranteed by the Company; the sums so deposited are loaned to employes upon the most advantageous terms for the purpose of providing themselves with homes. In 1884 the Pension Feature was added to provide for those who, by reason of age or infirmities, were no longer able to earn a livelihood.

The Relief Feature was supported by the contributions of its members, donations from the Company and the income derived from investments. To start the organization off on a sound basis, the Company donated $100,000 to its fund, and in addition thereto contributed annually $16,675 for the physical examination of applicants for membership, and other purposes. The Company agreed to make good any deficiency in any one year arising from the operation of the depart-

ment, and if in any one year there was a surplus, it was added to the Department's fund and not used to repay any deficiency contributed by the Company.

The Company holds through its Treasurer all the funds of the Department (in trust for the Relief Department), and pays interest at the rate of 4 per cent. per annum on the monthly balances of cash in its hands to the credit of this feature. The Company also furnishes at its own expense, office room and furniture, not only for the headquarters force, but for the numerous medical examiners and officers located along the line of the road. It gives the services of its officers and agents, and the use of its facilities in every way these can be utilized to advance the interests of the Department. The Company also guarantees the true and faithful performance of all the obligations of the Department in conformity with the Regulations.

All persons entering the service, excepting those whose occupations are not likely to expose them to the risk of injury, such as clerks, telegraphers, etc., are required to become members of the Department and to enter such class as would insure the receipt of practically half wages in case of disability. Greater compensation than that receivable from the classes to which their wages assign them can be obtained if desired.

The contributions of members are graded according to their monthly rate of pay and the hazard of their occupation. Membership is divided into two general classes: What is known as the first class consists of those engaged in the operation of trains and rolling stock, and the second class of those not so engaged. These are further subdivided according to their monthly pay as follows:

Class A. Those receiving not more than $35.00 per month.

Class B. Those receiving more than $35.00 and not more than $50.00 per month.

Class C. Those receiving more than $50.00 and not more than $75.00 per month.

Class D. Those receiving more than $75.00 and not more than $100.00 per month.

Class E. Those receiving more than $100.00 per month.

The monthly contributions of these classes are shown in the following tables:

FIRST CLASS.

$1.00	$2.00	$3.00	$4.00	$5.00

SECOND CLASS.

$ .75	$1.50	$2.25	$3.00	$3.75

Employes who are not exposed to accidents in the service above referred to may, if they wish, insure against death only, or against sickness and death only. The contributions for the sick and death benefits are at the rate of 25 cents per month for each such benefit of the lowest class. No contributions of any kind are required by a member while he is on the sick list, excepting for any additional natural death benefits that may be held. The following table shows the contributions and benefits of the several classes:

Rates of Contributions per Month	A	B	C	D	E
First Class....	$ 1.00	$ 2.00	$ 3.00	$ 4.00	$ 5.00
Second Class...	.75	1.50	2.25	3.00	3.75
Entitling to benefits:					
For accidental injuries per day, not including Sundays and legal holidays:					
First 52 weeks.	.50	1.00	1.50	2.00	2.50
After 52 weeks.	.25	.50	.75	1.00	1.25
For sickness per day, not including first 6 working days, Sundays or legal holidays:					
For 52 weeks..	.50	1.00	1.50	2.00	2.50
After 52 weeks.	.25	.50	.75	1.00	1.25
In the event of death from accidental injuries.....	500.00	1000.00	1500.00	2000.00	2500.00
Natural causes.	250.00	500.00	750.00	1000.00	1250.00

The benefits for disability resulting from accidents or sickness are paid at full rates for the first fifty-two weeks, and at half that rate during the continuance of the disability, no matter how long it may last.

Any member of the service under fifty years of age, who can pass a satisfactory medical examination, may enter a higher class than that to which his pay assigns him, provided his total insurance does not exceed five times that of the lowest

class. When a member leaves the service he may retain the natural death benefit he carried while in the service, by the payment of twenty-five cents per month for each such benefit.

In case of accidental injury the member is provided with free surgical or hospital attention as long as may be required. In the event of his losing an arm or leg, he will be furnished with an artificial one and renewals thereof whenever necessary. Should he lose an eye, an artificial one will be provided. Should he suffer damage to his teeth, they will be replaced, and whenever it is necessary for him to wear a brace or any other appliance, it will be furnished. There is no additional cost to a member for any of these appliances.

Members receive further benefits from the Company's rule requiring that every member entering the service shall receive a thorough physical examination. This examination is made not only to determine the man's physical condition, but his mental and moral fitness, so that it must be comforting to those in the service to know that the new men employed are not color blind and that they are men strong of body, quick of vision, clear of brain and with some sense of their moral responsibility to help him avert or minimize the effect of threatening danger. The Department, besides insuring a member's life, insures the safety of his life as far as may be.

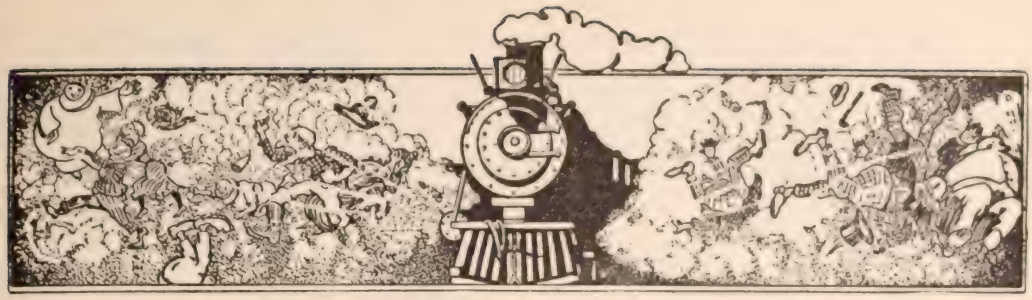
First aid corps are established at every point where any considerable number of men are employed, and are composed of men who have been thoroughly drilled by the examiner and surgeons in the methods of giving preliminary relief to the sick and injured. Many lives have been saved through this medium.

Perhaps an illustration would make all this look clearer. The trainman whose earnings require him to insure in Class D will pay contributions of $4.00 per month. A shop man or other employe not engaged in handling trains, whose rate of pay also places him in Class D, would be required to pay contributions of $3.00 per month. If disabled by accidental injuries received while in the discharge of duty, he would receive $12.00 per week for fifty-two weeks, commencing with the day the accident occurred. After fifty-two weeks and as long as total disability continues, he will receive half-rate benefits of $6.00 per week. The same benefits are payable in cases of disability from disease, the only difference being that payments do not commence until the second week of disability. In either case the member is not required to pay contributions or premiums after the month in which he last earned wages and during the entire time he is receiving benefits, and his life insurance is maintained without cost to him, excepting for such additional natural death benefits as he may hold. The death benefit in such a case would be $2,000.00 for death occurring within twelve months after the accident, or $1,000.00 if it occurred after the expiration of twelve months, or was the result of natural causes. If, as the result of the accident, he loses a leg or an arm or an eye, he is furnished with an artificial one at the Department's expense. Whatever surgical or hospital attention is necessary is rendered without cost to him. He would be entitled, upon obtaining the age of sixty-five years, to a pension of $1.00 per day during life, to which sum is added a premium based upon the length of his membership in the Relief Department. If, for instance, he has been a member for thirty years, he would get 20 per cent. additional, or $1.20 per day. Thus it will be seen that provision is made at only a nominal cost to the member for his care and support during disability and for those depending upon him in the event of his death. In addition to this, through the donations of the Company, he is assured of an income, when, after long and faithful service, he is compelled to cease work by the infirmities of advancing age.

It may be interesting to state that from May 1, 1880, to May 31, 1915, the Department has paid out for—

Accidental injuries	$ 4,112,671.53
Natural sickness	6,106,297.13
Accidental death	4,156,941.22
Natural death	5,006,055.53
Surgical expenses	573,548.11
Artificial limbs	40,716.50
Total	$19,996,230.02

The life insurance carried by the members of the Department amounts to $40,608,250.00.



EXHAUSTS

A Cellar Supply

The manager of a certain store on Broadway who is forever and ever nagging at his clerks because of what he calls their indifference in the matter of possible sales, one day heard one of his clerks say to a customer: "No, we have not had any for a long time." The proprietor, unable to countenance such an admission, began to work himself into the usual rage. Fixing a stern eye on the clerk he said to the customer:

"We have plenty in reserve, madam; plenty downstairs."

Whereupon the customer looked dazed; and then to the amazement of the proprietor, burst into laughter and quit the shop.

"What did he say to you?" demanded the proprietor of the clerk.

"We haven't had any rain of late."—*T. N. Miranda.*

Corralling the Engine

"Can you run an engine?" asked Pat, a roundhouse attendant, of the yardmaster.

"No," he answered. "Can you?"

"Can Oi run an engine!" sniffed Pat in derision. "If there's anything Oi'd rather do all day long it is to run an engine. Huh, can Oi run an engine!"

"Suppose," suggested the yardmaster, "you get up and run that engine into the house."

"All right, Oi'll do that same," Pat bluffed, and he climbed into the cab, looked the ground over pretty well, spat on his hands, grabbed the biggest handle and pulled it wide open. "Zip!" she went into the roundhouse. Pat saw the bumpers ahead, and, guessing what would happen reversed the lever clear back. Out she went—in again—out again. Then the yardmaster yelled, "I thought you said you could run an engine!"

But Pat had his answer ready. "Oi had her in three times. Why didn't you shut the door?"—*Baltimore Trolley News.*

Mistaken Kindness

"It was a case of mistaken kindness," said Judge Stephen McK. Harris, in an address in Denver.

"The man thought he was protecting a counterfeiter, but, as a matter of fact, he was proving that he had once been a counterfeiter himself.

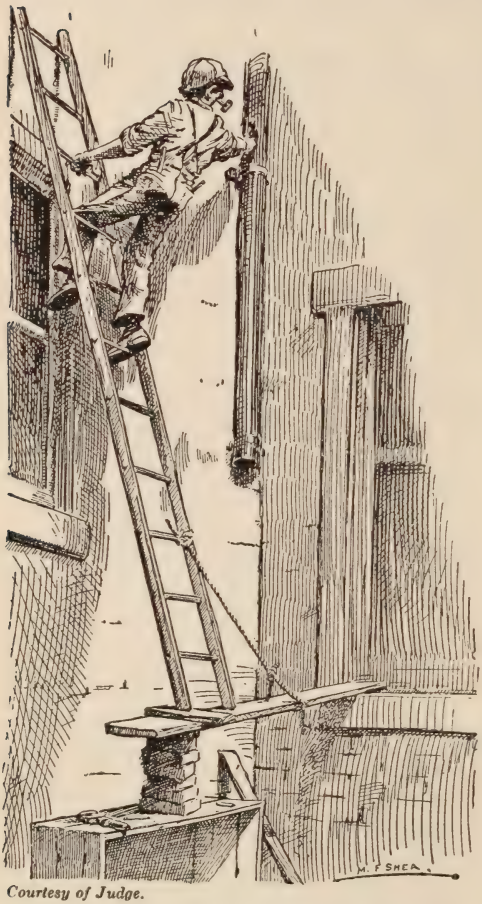
"It reminds me of the young lady sociologist who went to see a white slave play in New York. She was separated from her companion, another young lady sociologist, by two rows, and, thinking that the man next to her was alone, she decided to ask him to change seats with her friend, so that they would not be separated.

"With a sweet, demure smile, therefore, she laid her little hand lightly on the man's arm and said:

" 'I beg your pardon, but you are alone, are you not?'

"The man, a stout, red-faced chap, put his hand up to his mustache and whispered out of the corner of his mouth:

" 'Cheese it, kiddo; the wife's next me here.' "—*N. Y. Tribune.*



Courtesy of Judge.

Should This Man Fall it Would be Hard to Convince Him it was not Due to His "Bum Luck"

Overheard

"Tinker has placed an old railroad sign, 'Stop, look and listen!' at the entrance to his driveway."

"What's the idea?"

"His wife is running the touring car."

—*Judge.*

A Woman's Instinct

Will and Mary had been busy courting for over two years, meeting every night in Hope Street, Glasgow. About a fortnight ago Will, in parting with his beloved, made the usual remark:

"I'll meet ye in Hope Street tomorrow night. Mind and be punctual."

" 'Deed I will, lad," replied Meg, with a merry twinkle in her eye. "We hae met noo a lang time in Hope Street, an' I was jist thinkin' that it was high time we were shiftin' oor trystin' place a street farther along. Whit wad ye say to Union Street?"—*Exchange.*

Sized Up

Mrs. Crawford—What makes you think that she knows her husband thoroughly?

Mrs. Crabshaw—Because she can tell exactly how much money to take out of his pocket without his missing it.—*Judge.*

An Expensive Lesson

"Now, Thomas," said the teacher severely, "how many times must I tell you not to snap your fingers? Put your hand down and presently I'll hear from you."

Five minutes later she said: "Now, then, Thomas, what was it you wanted to say?"

"There was a man in the entry a while ago," said Thomas serenely, "and he went out with your new silk umbrella." —*Christian Advocate.*

Correct Calling Cards

"Perplexed Dorothy" wants the editor of the woman's page to state what are the correct calling cards this season. The proper ones, Dot, are the same as they've always been, namely: Full houses, fours, flushes and straights.

—*Baltimore Trolley News.*



SOME SWISH

TERENCE: I'd hate to be about that la-ad in fly-toime.

Cowboy Poet.

Astronomy vs. Art

Professor—Has anything ever been discovered on Venus?

Student—No, sir, there has not, if the pictures are correct.—*Judge.*

The Critic Scores

A certain playwright was much annoyed by the uncomplimentary notice the critic of a daily paper gave to his latest play—which, by the way, turned out a gruesome failure. Happening to meet him a few days later, the playwright remarked, with much irritation, that, although said critic was adept in picking out the faults in other people's plays, he was quite incapable of writing a play himself.

"You are quite right," the critic replied; "neither can I manufacture beef, and yet I am a better judge of beef than any bull in the world."—*T. N. Miranda.*

"My wife kisses me evenings when I get home late."

"Affection?"

"No; investigation."—*Exchange.*

The Hallmarks of Station

Roly—Is your's a select neighborhood?

Poly—I should say it was! On one block we've six limousines, four Pekinese pups and one baby carriage.—*Judge.*

Misinterpreted

Suffragette—Oh, if the Lord had only made me a man!

Widow—Perhaps He has, dear, but you haven't found him yet.—*Judge.*

A Literary Family

Pauline writes stately sonnets,
Bill writes the sporting news,
While Jane, of turn domestic,
Descants of soups and stews.
Ma writes in words of wisdom
Of household cares that vex;
But dad, with tastes plebeian,
Writes out the family checks.

—*Judge.*

The Sins of the Father

Tommy came home from school very morose.

"Well, my son," observed his father cheerfully, "how did you get on at school today?"

Tommy said that he had been whipped and kept in.

"It was because you told me the wrong answer," he added. "Last night I asked you how much was a million dollars, and you said it 'was a hell of a lot.' That isn't the right answer."—*Exchange.*



ILL-TIMED

FIRST OFFICE BOY: Well, did you ask your boss for a raise, right after his lunch, as I told you?

SECOND OFFICE BOY: Yes, and I got fired! He'd forgot to take his dyspepsia tablet.

From Puck.

Kelley's Easy Job

When J. C. Kelley, advertising agent at Cincinnati, started to work for the railroad, a man met him and asked him what he did for a living.

"I work for the Baltimore & Ohio," said Jake.

"What kind of a job have you got—do you sell tickets or handle baggage?"

"Oh, I've got a better job than either of those," said Jake; "you know the man that goes alongside of the train and taps the wheels with the hammer, to see that everything is all right? Well, I help him listen."

Railroad Attorney—"You are sure it was our Flier that killed your mule? What makes you so positive?"

Rastus—"He dun licked ebery other train on de road."—*Balto. Trolley News.*

The Root of All Evil

A medical student asked a famous surgeon:

"What did you operate on that man for?"

"Two hundred dollars," replied the surgeon.

"Yes, I know that," said the student. "I mean what did the man have?"

"Two hundred dollars," replied the surgeon.—*Outdoor Life.*

Boiling it Down

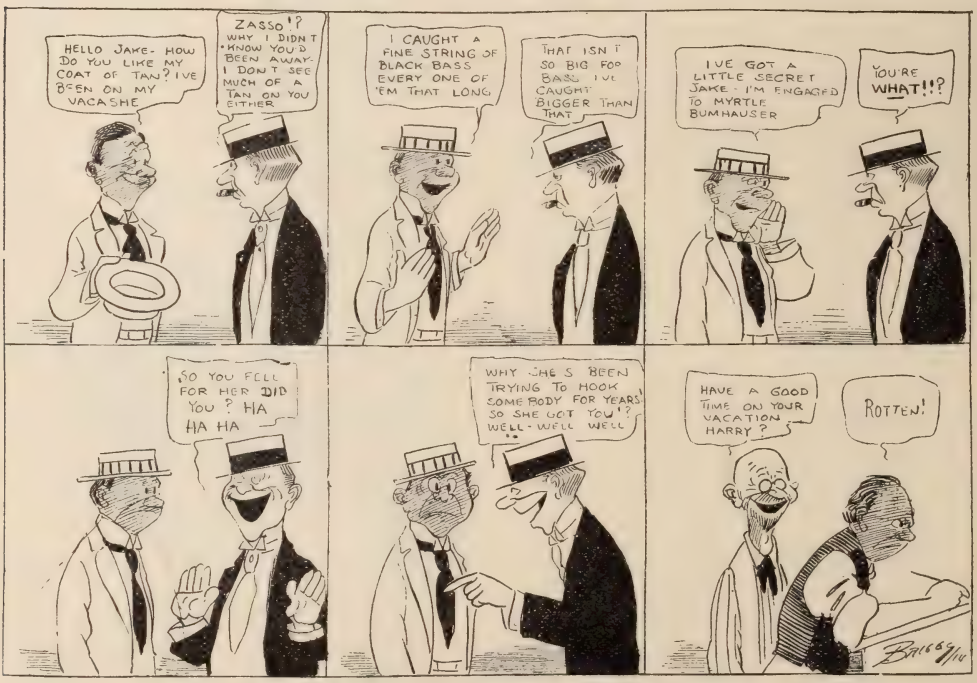
"What's the fuss over there in that corner?"

"Lady sending a telegram."

"I know that. But why the facial contortions?"

"She's trying to tell her husband what she thinks of him in ten words."—*Judge.*

SOMEONE IS ALWAYS TAKING THE JOY OUT OF LIFE



—*Courtesy New York Tribune.*

Mechanical Life of Ties as Affected by Ballast

By Earl Stimson
Engineer Maintenance of Way

Paper presented at the annual convention of the American Wood Preservers' Association, Chicago, January 29, 1915. Observations of service conditions as to mechanical wear of ties by working in broken stone ballast and by the rasping action of sand, fine gravel and other materials on ties at rail seats.—*Reprinted from Railway Review.*

THE wooden cross tie, transmitting the heavy axle loads from the rail to the ballast, is subjected to mechanical wear not only from the action of the rail on top of the tie, but also from the action on the sides and bottom of the tie of the ballast which supports it. The most familiar causes of the deterioration which makes necessary the removal of the ties from the track are decay, splitting, mechanical wear under the rail, spike killing, burning due to dropping coals from locomotives and damage by wrecks. While the influence of these factors is felt on all classes of track from isolated sidings to the highest type of main track, tie destruction from mechanical wear of ballast seldom occurs to any appreciable extent except in occasional stretches of crushed stone, or other forms of hard ballasted tracks where a soft roadbed or a sink requires continual raising of track and tamping of ties in order to maintain good track surface. The wearing away of ties by ballast is the result of tamping the ballast under the tie and the action of the tamping tool striking the side and edge of the tie rather than the action of the tie bearing upon and working in the ballast under train loads. There is but little mechanical wear due to the tie working in the ballast. After ties are first put into the track and tamped to surface on hard ballast, the necessity for retamping to surface and consequently the wear of the ties by ballast depends largely upon the nature of the sub-grade. Good surface and sub-surface drainage usually insures solid roadbed, where the normal bearing value of the material qualifies it for heavy loading. Where such conditions prevail, track surface is maintained with a minimum amount of tamping and the mechanical effect of the ballast on the ties is negligible. Wet cuts and fills, roadbed sinks and side hill slips produce conditions from which the track as a whole suffers. They are responsible in the



FIGURE 1
Wear on bottom edges of tie by frequent tamping; tie in service three years

majority of cases for bad surface and alignment and can, therefore, be said to be the underlying cause of tie deterioration from mechanical wear of ballast. Such conditions are usually local and limited in their extent over any stretch of track, and the total mileage of roadway involved comprises only a small percentage of the total roadway of any railroad system. The removal of the cause and the restoration of the stability of the roadway in many cases involves heavy expense, for which reason the conditions are often allowed to remain, making necessary the continual employment of forces raising the track and tamping the ties to surface. Thus the roadway conditions are responsible for the excessive tamping and wearing away of the ties. As this does not involve a relatively large number of ties, and as usually the prevention is quite difficult and expensive, to some extent, this excessive track maintenance and consequent tie wear from ballast will inevitably exist as long as wooden ties are used.



FIGURE 2

Wear on bottom edges of tie by frequent tamping; tie in service three years

Ties which are removed after service in hard ballasted track are found to be pitted or indented on the bottom and sides from contact with the stone or other ballast material. These indentations in the tie are a valuable factor in holding the track in line and surface as long as they are not increased by frequent tamping. The continual tamping of the ballast under the tie soon rounds off the edges of the ties, leaving little or no flat bearing surface for support. When this happens the tie acts as a wedge and tends to force the ballast out into the cribs instead of receiving full support from it. This is illustrated in Figure 4. It typifies the worst conditions. However, a tie seldom becomes rounded to this extent throughout its entire length. Figures 1 and 2 show open cribs and the worn edge of ties inside and outside of the rail. It is to be noted that the greatest wear occurs from 6 to 8 inches either side of the rail and practically none directly under the rail.

In track maintenance the best practice is to tamp the tie for its full bearing upon the ballast outside of the rail and for an equal distance inside of the rail. In spite of close supervision, however, this is not always done, but instead the trackman expends his efforts toward tamping up solid as near the rail as he can work with a tamping pick. This wears off the edge of the tie for some distance each side of the rail and leaves a short unworn edge directly under the rail.



FIGURE 3

Pine tie three years old on a sink in ballasted track showing effect of frequent tamping

When a tie becomes rounded on the bottom at the most essential tamping point and becomes difficult to maintain to surface, it is then found more economical to replace it with a new tie having a flat bottom that will necessitate less tamping. The average trackman feels little hesitancy about removing a tie for this cause when he has difficulty in keeping it tamped. Even in cases of most excessive tamping, wear from ballast does not become objectionable until the tie has been in service from 50 to 75 per cent. of what its life would be under normal conditions. The kind of ballast and kind of ties used and the standard at which a track is maintained are all important factors in the consideration. Slag and stone when crushed, form hard, sharp, angular fragments that appear, from observation, to be more destructive when tamped under wooden ties than gravel, burnt clay, cinders, granulated slag or other similar forms of ballast. Ballast of the last named materials has little or no effect in wearing down the sides and bottom of the ties nor is the tamping of this kind of ballast so destructive to the ties, as the particles are smaller, generally of softer material and rounded in form. There is a perceptible difference in the resistance offered against mechanical wear by the ties made from the different kinds of wood. Hard wood ties of tough texture withstand the action of the rail cutting and of excessive tamping much longer than ties of soft wood. It has been observed that these ties which are most durable under the mechanical wear of the rail also last longer under the wear of ballast; for instance, white oak, chestnut oak, black walnut, maple and beech are more suitable than yellow pine, fir, catalpa, cedar and redwood.

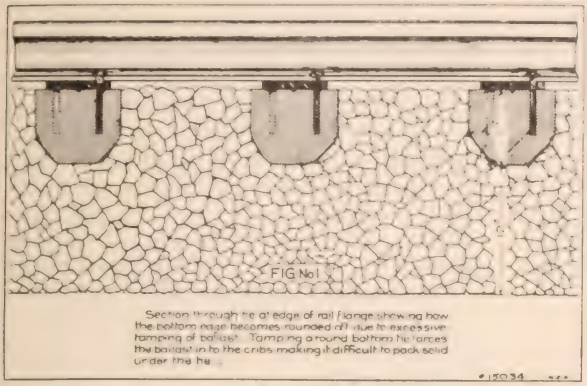


FIGURE 4
Cross-sectional view of ties worn by frequent tamping

Here it is important to mention the extent to which some forms of ballast increase the abrasive action of the rail upon the tie. Granulated slag, gravel, cinders, chatts and other forms of ballast carrying fine gritty particles contribute largely to the rapidity of the abrasive action between the rail and the tie or between the tie plate and the tie, thus greatly accelerating the mechanical wearing away of the wood. It has been observed that the cutting of the rail into the tie is much greater where the fine ballast is used than where coarse hard ballast is used. This trouble has been largely overcome by use of flanged bottom plates which become embedded in the tie, and by plates fastened directly to the tie by lag screws independent of the rail spiking, thus reducing the movement between the plate and tie to a minimum. However, many ties are removed from track each year because

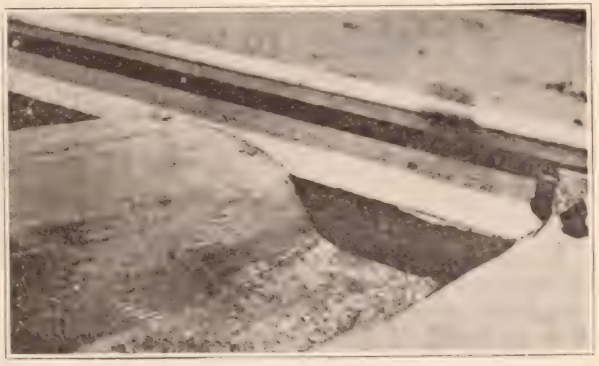


FIGURE 5
Tie badly rail cut in fine gravel ballast

of deterioration from rail wear and a large amount of this deterioration can be assigned to the effect of the fine particles of ballast grinding under the rail. (See Figure 5.)

A careful study of the wearing effect of ballast upon ties during tie removal seasons where the actual cause of deterioration under roadbed and track conditions can plainly be seen, is convincing evidence that such wear along the bottom edge only injures the ties where tamping is necessary at quite frequent intervals.

Regarding the use of treated ties where extraordinary wear by ballast is known to exist the same rule might apply that is observed when the mechanical wear under the rail limits the life of the tie. Treatment to prevent decay does not give the tie increased resistance to abrasion, and ballast abrasion that is so severe as to wear out an untreated tie would preclude the possibility of any benefit from the use of treated ties at locations where such abrasion occurs.

In conclusion it might be said that the ballast has little direct effect on the mechanical life of the ties. The finer and lighter ballast materials, such as gravel, cinders, granulated slag, etc., hasten the rail cutting on the top of the tie by the finer particles working under the rail. The coarser and heavier ballasts, such as crushed stone and slag bruise and cut into the bottom and the sides of the ties largely under tamping. Comparatively few ties are destroyed from this latter cause, while many more are removed from track on account of the former.

A substantial, well-drained roadbed, and a clean, hard ballast, free from fine particles and coarse enough to insure against holding water, affords the best foundation for the tie, one that will hold to a minimum the "Wave Motion" of the rail which, aided by the abrasive agent, the fine gritty ballast, so rapidly cuts into the ties, and one that will hold the surface of the track, eliminate the "sinks" and "slides," "pumping joints" with the attendant "pounding" of the ties into the ballast, and lastly the excessive "tamping up."

The desired roadbed condition must usually be made with the materials available, aided by tiling and French drains. The ballast, however, may be selected. A hard durable stone, crushed in angular fragments, in size from one inch to three inches, screened free from all dust and dirt, is the ballast that will least affect the mechanical life of the tie.

"Hello" in Telephoning Now the Mark of the Novice

By B. H. Anderson
Secretary to Superintendent Telegraph

It has been observed that the recent instructions pertaining to the use of the telephone, answering, etc., save quite a deal of time. As an illustration, note that before the instructions were being carried out, it was necessary to carry on the following preamble in starting a conversation:

The receiver was taken from the hook and you would say "Hello, please give me Mr.——— in Mr.———'s office."

"Hello, is that Mr.———'s office?" Answer, "Yes, sir."

"Is Mr.——— there?" Answer, "Yes, sir."

(Quite frequently—"Do you wish to speak to him?" Answer—"Yes, sir.")

Party desired answered 'phone—"Hello." "Is that you Mr.———?" Answer—"Yes." "Well, this is Mr. ——." And then the conversation is started.

In contrast with this old method, under our present instructions we have the following:

The receiver is taken from the hook.

Number is given. Party answers telephone by saying:

"Mr.———'s office, Mr.——— speaking." Answer—"This is Mr.———'s office, ——— speaking."

Then the conversation is started. Or—if the party desired does not answer the telephone:

"Would like to speak to Mr.———."

Mr.——— comes to telephone and answers "Mr.——— speaking."

This new scheme is a long step toward facilitating and improving the telephone service in Baltimore, but we all must do our part and answer the telephone in accordance with the instructions, invariably, if we wish to have the good work continue.

The time saved may not seem important to some people, but when you consider how many additional calls it probably admits of during twenty-four hours, and how many times it might save "Line's busy" not only within the "Railroad Family" but especially when the patrons of the Company, who must be served promptly and courteously, are calling, the carrying out of the instructions is quite a factor in the continued progress of the Baltimore & Ohio Railroad Company.

For the benefit of all concerned, the instructions contained in the Private Branch Telephone Directory at Baltimore are duplicated below, and that we may have the kind cooperation of all employes:

"The following regulations will govern the use of the telephone with the object of facilitating and improving the service:

1. Discontinue the term "B. & O." and use "Baltimore & Ohio."
2. If difficulty is experienced in securing service, ask for the manager, as the duties of the individual operators will not permit them to engage in conversation.
3. Answer telephone on the first call, stating office and name of person speaking: for example, "Mr. Blank's office, Mr. Jones speaking." After the second and final call the operator will report "No Answer."
4. Use of the telephone will be restricted to the shortest possible time necessary to transact such business as is sufficiently urgent to require telephone service.
5. Its use for personal matters will be confined to absolute necessity.
6. Call other offices or individuals by telephone number.
7. All conversations will be conducted in a courteous manner.

"There are many ways other than those mentioned in which to improve the service of the telephone and it is hoped there will be no reflection on any particular office or employe through failure to observe these regulations."

Let us all keep abreast of this progressive movement. Don't stay back among the trailers. Get in the front rank—help make these instructions uniformly obeyed and see what an improvement will be made.

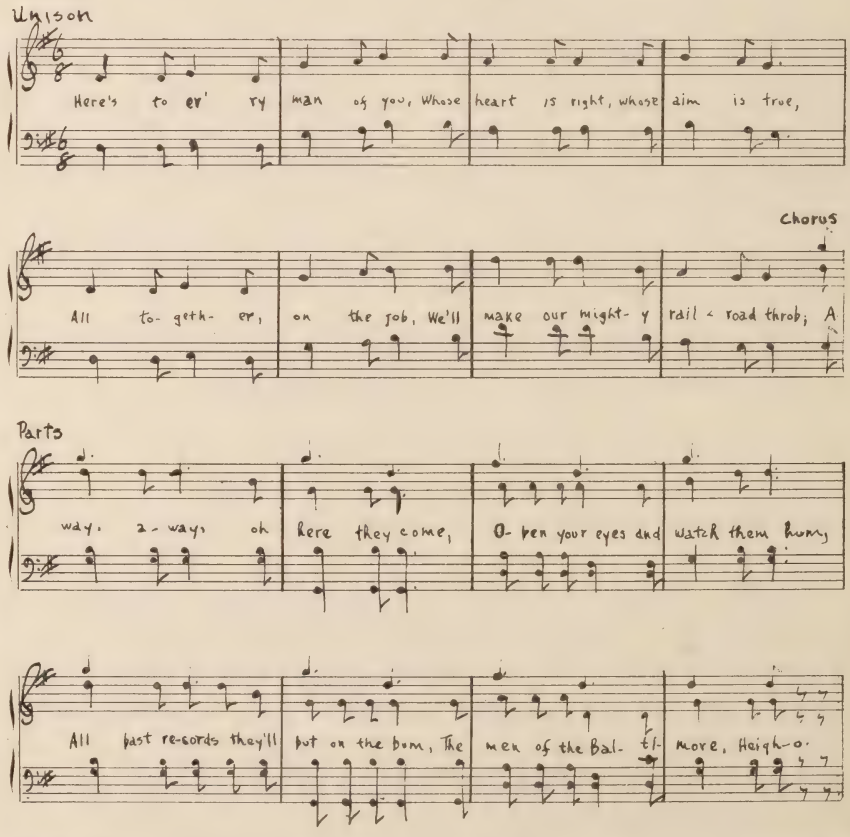
¶ I think I know now what I never knew before—the meaning of a common saying "A fool you can neither bend nor break." Pray heaven I may never have a wise fool for my friend. There is nothing more intractable. "My resolve is fixed." Why, so madmen say too: but the more firmly they believe in their delusions, the more they stand in need of treatment. *Epictetus.*

First Call for Glee Club Candidates

ON MONDAY, October 11, at 7.30 p. m., in the Assembly room on the second floor of the Central Y. M. C. A., Franklin and Cathedral Streets, Baltimore, Hobart Smock, leader of the Glee Club, will meet all employes who wish to join the Club. The voice trials, which will determine those who are eligible for active membership, will be held in a private room for all applicants who so desire.

The first season of the club was successful beyond all anticipations, and plans for the ensuing year are unusually attractive. Among other things, we hope to sing for many churches and charitable enterprises and to take an active part in municipal concerts and festivals such as are held at the Christmastide.

The Club now has a firm foundation in spirit, finances and the cooperation of the Company and we want a membership of one hundred good singers so that we may take our place in the first rank of Glee Clubs. Every Baltimore & Ohio employe who can sing and attend our Monday night rehearsals is invited to join us on the night of October 11. The cordial greeting that you will get is expressed in the last verse of our Baltimore and Ohio song, viz:





Construction and Promotions

Remodeling Pittsburgh Station

THE Baltimore & Ohio Railroad has prepared plans for a complete remodeling of its passenger station at Smithfield and Water Streets, Pittsburgh. Work will be started at once and completed as rapidly as possible.

The entire first floor of the present building is to be used as a general waiting room. The mezzanine floor, now used for the offices of the general superintendent and his force, telegraph office, yardmaster's office and conductors' room, will be removed. This will give a general waiting room sixty feet wide by seventy-six feet deep, with a ticket office facing the general waiting room and the concourse. The concourse will be thirty-two feet deep and sixty feet in width.

There will be space in the general waiting room for telegraph office for the public, cab stand, information bureau and telephone booths, in addition to the ticket office.

Leading off from the general waiting room will be the men's room with toilet facilities, and women's retiring room with toilet facilities.

From the concourse baggage and parcels can be checked, the baggage checks being sent to the baggage room at the end of the train shed through pneumatic tubes. The news stand will face the waiting room concourse and the exit concourse. Electric-lighted train indicators will be provided to give information in regard to the departure of trains.

On the front of the building there will be a marquise, with roof projecting sufficiently to cover automobiles, so that passengers can be landed on the walkway in front of the building without inconvenience during rainy weather.

The second floor of the station will be remodeled to take care of the general superintendent's force, which will be moved from the mezzanine floor.

The baggage, mail and express will be located in the new quarters arranged for by renovating the present outbound freight house. In the second floor of this building will be provided offices for the telegraph department, division operator and yardmaster.

The general waiting room will be roomy and light and will be sufficiently large to take care of the ever-increasing business of the Company in Pittsburgh.

M. H. Cahill

The possibilities of steady advancement on a progressive railroad are well illustrated in the career of M. H. Cahill, who was recently transferred from superintendent of the Baltimore Division to the same position on the Cumberland Division, the latter being considered one of the hardest operating divisions in the United States. Mr. Cahill was born on November 19th, 1872, at Lexington, Ohio. His schooling was elementary only, and he entered the service of the

railroad when only fifteen years of age as a messenger boy at Newark, Ohio. His experiences have taken him through the work of operator, dispatcher, trainmaster, division operator, assistant superintendent and superintendent. He has seen service on a number of our divisions and on two divisions of the D. L. & W. Railroad.

Mr. Cahill is a practical railroad man in the finest sense of the word. His



M. H. CAHILL

father was a section foreman and he may therefore literally be said to have been born and reared in a railroad atmosphere. Notwithstanding the fact that his schooling was only of the most rudimentary sort, nevertheless, by wide reading and study, he has developed the fine faculty of keeping up with the innumerable changes and improvements in modern railroading.

He is popular among his men and, as was illustrated in the address which he made to the veterans of the Cumberland Division at their recent outing at Berkeley Springs, he takes intense personal interest in the home life and welfare of the employes of the railroad and their families.

Nothing which concerns the Baltimore & Ohio fails to elicit a personal response from Mr. Cahill. He manages to keep in touch with the many activities of his division and is a firm believer in the slogan "Baltimore & Ohio men always for Baltimore & Ohio men."

S. T. Cantrell

S. T. Cantrell, former acting superintendent of the Cumberland Division and now superintendent of the Philadelphia Division, has been a railroad man since he was nineteen years old, and has climbed in succession the many rungs in the ladder leading to his present position.

Immediately preceding his affiliation with the Baltimore & Ohio he was superintendent of the Southwestern Division of the St. Louis & San Francisco



S. T. CANTRELL

Railroad. Mr. Cantrell is still on the sunny side of forty and is a young railroad man in every sense of the word. When asked for his opinion of the Baltimore & Ohio he said: "Considering its manifest desire to give the public the best possible service, its loyalty to its employes and its fidelity to the interests of its stockholders, I can only characterize the Baltimore & Ohio with the superlative, 'The best railroad in the United States.'"

Use of Combination Card and Revenue Waybill for Local and Interline Movements of Coal and Coke Traffic

By C. C. Glessner

Auditor Coal and Coke Receipts

THE Baltimore & Ohio Railroad Company introduced in 1904 the Combination Card and Revenue Waybill, for waybilling coal and coke traffic at several large coal billing stations, as an experiment. It was given a thorough trial, which resulted quite satisfactorily to our operating, transportation, traffic and accounting departments. In fact its success was so apparent from the start and it proved so important a factor in the safeguarding of the Company's revenue that it was adopted and placed in general use for waybilling all local and interline carload shipments of coal and coke originating at mines and ovens on the Baltimore & Ohio Railroad. Furthermore, our success with this form of waybill has resulted in a number of other large coal carrying railroads adopting a similar Combination Card and Revenue Waybill in connection with the movement of coal and coke traffic.

Two forms of the waybill are in use; one Form 229-C. R.—T. (a facsimile of which is shown in Figure 1), is furnished agents at large coal billing points where waybills are issued by use of billing machines. It does away entirely with the copying press work, since carbon copies are made at the same time. The waybill is made at one writing by experienced billing clerks. The other form, 229-C. R.—Rev. (a facsimile of which is shown in Figure 2) is prepared with pen at coal billing stations not provided with billing machines.

INITIAL NUMBER

THE BALTIMORE & OHIO RAILROAD CO.

COMBINATION CARD AND REVENUE WAY-BILL FOR COAL OR COKE.

From To W. B. No.

Kind of Coal or Coke Via Date

Consignor Consignee

Date Loaded Final Dest'n Via

WEIGHT OF CAR AND CONTENTS		CAPACITY OF CAR.		RATE AND DIVISIONS	FREIGHT	ADVANCES	PREPAID
Tons	Lbs.		Gross				
W. B. made at	Agt.		Tare				
Trfd to	Car No.		Net				
Trfd at	Date		Min.				
			Tons				

THIS IS THE ONLY WAY-BILL THAT WILL BE ISSUED FOR THIS CAR.

FIGURE 1

Instructions printed on the back of the card portion of the waybill, which accompanies car to waybilled destination, require all irregularities in transit to be noted, each notation to be dated and signed by the person making it, and yardmaster to stamp the date of arrival of car in yard.

Shipments of coal and coke are moved

from mines and ovens to designated scale stations, accompanied by scale card, Form 817-D, where the cars are assembled for weighing and billing when the destination of the property is beyond the scales. Scale card, Form 817-D, is taken up at the scale station, filed as a shipping order and Combination Card and Revenue Waybill made for the shipment, and instructions provide that shipments are not to be moved beyond the handling the train, as all concerned know that car is protected by revenue billing.

It has added to the efficiency of car equipment and has removed complaints of shippers, as frequently cars heretofore moved promptly, but deliveries were delayed on account of non-receipt of billing, whereas under the present method prompt delivery can be made at destination, and freight bill tendered to consignee immediately on arrival of the car.

INITIAL NUMBER

THE BALTIMORE AND OHIO RAILROAD CO. 50M Sets—1 14-14. 229 C. R. Rev.

COMBINATION CARD AND REVENUE WAY-BILL FOR COAL OR COKE.

From_____ To_____ W.B. No._____

Kind of Coal or Coke _____ Via_____ Date_____

Consignor_____ Consignee_____

Date Loaded_____ Final Dest'n_____ Via_____

WEIGHT OF CAR AND CONTENTS	CAPACITY OF CAR.		RATE AND DIVISIONS.	FREIGHT	ADVANCES	PREPAID
Tons_____ Lbs._____		Gross_____				
W.B. made at _____ Agt._____		Tare_____				
Trfd to_____ Car No._____		Net_____				
Trfd at_____ Date_____		Min._____				
		Tons_____				

THIS IS THE ONLY WAY-BILL THAT WILL BE ISSUED FOR THIS CAR.

FIGURE 2

weighing and waybilling station unless accompanied by the Combination Card and Revenue Waybill. This method is an absolute safeguard for the Company's revenues, as a revenue waybill is issued for each carload and it may, therefore, be properly termed the Safety First Method.

Additional advantages of the Combination Card and Revenue Waybill are very apparent for the following reasons:

A separate revenue waybill is necessarily made for each car, and the waybill reaches destination with the car, except in some cases of reconsignment. This reduces tracing to a minimum, prevents delay to cars, and the per diem loss incident thereto, awaiting billing.

It has obviated the necessity of burdening the wires for revenue billing, saving the clerical work necessary in the exchange of such wires, etc.

It has eliminated the annoyance of having locals at junction points handle cars from day to day, thus delaying their work. It has made it possible at some junctions to make delivery of the cars direct to connections by the same engine

It shows more complete information than the ordinary card waybill and prevents complaints regarding discrepancies in car numbers, so many of which were received under the old method of issuing a revenue waybill and also a card waybill. It also prevents numerous errors in routing, as these waybills are issued under the supervision of rate clerks who are more familiar with routing instruction, etc., than the yard clerks, who formerly issued the card waybills that accompanied the cars.

It also reduces the number of claims formerly received on account of the errors made by yard clerks on car cards in misroutings, erroneous destinations, etc.

It prevents discrepancies formerly experienced between weights shown on car cards and revenue waybills, full information being shown on the present form as to gross, tare and net weights.

It expedites settlements with our connections, as revenue waybills arrive at destinations with the cars.

It reduces the labor of and facilitates the investigations in cases of confiscations,

reconsignments, wrecks, transfers, lightening of cars, etc., as the transportation employes are in a position to furnish complete information, including waybill reference.

It prevents erroneous collections being made from consignees when minimum weights are applied, as in some instances, under the old method, where revenue waybills were delayed, collections were based on weights shown on card waybills.

As an illustration of the good results obtained, the following is quoted from a letter written by one of our superintendents shortly after the introduction of this waybill:

"This office desires to be put on record that it is in favor of the Combination Card and Revenue Waybill, as it has revolutionized the question of revenue billing at all our junction points.

"There is no one appreciates the good results obtained from this method of handling cars more than we do on this division, as our junction business is always heavy, and it has been instrumental in breaking up one of the worst nuisances that we have had to contend with, namely: the forwarding of cars on card manifest, and the delay in receipt of the revenue waybills; that is, cars would be received in good season, and then lie around junction points waiting on revenue billing, as our connections would not accept the cars without proper billing, but since the introduction of the Combination Card and Revenue Waybill, this situation has been entirely changed, as we are not being annoyed with such a condition at the present time. It must be borne in mind that this waybill is a producer of results."

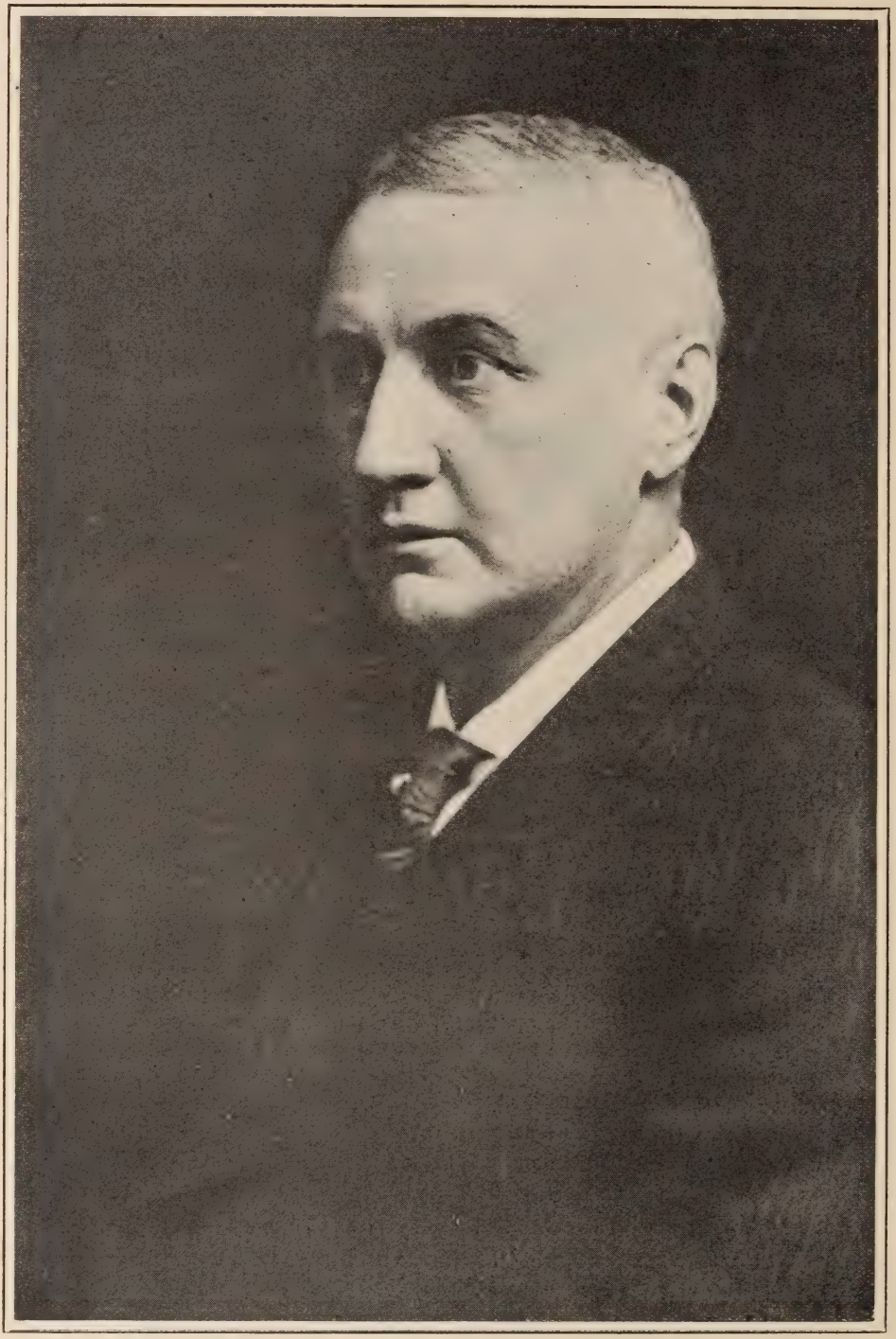
Little Talks on Little Leaks

By A. N. Martin

IF the habit of economy in small things is formed it will lead to economy in large things. No matter in what work you are engaged, the opportunity to economize is offered. If each one saves a little, the aggregate will be worth while.

For instance, you reach your office, station, shop or wherever your work may lie. The day is dark and you light the lamps. And when the sun comes out you work on with the lamps burning. What a chance for saving is lost! Think of the pennies being wasted in cost of current and life of lamps! You see a place where there is a lamp of much larger wattage than is necessary and perhaps you think, "What a waste. Why doesn't the management put in a proper light?" Then you let the matter rest with the thought. But—is your duty performed? Wouldn't it have been much better if you had notified the person in charge so that the matter could have been rectified? That was your opportunity for saving on that particular day.

On the Baltimore & Ohio System we have about 2,500 stations, offices, shops, signal towers, etc., lighted with nearly 45,000 incandescent lamps of various wattages. Electric current is measured in watts, so in considering this important question watts will be the term used. At any average of fifty watts per lamp, which is low, one lamp left burning one hour at each of the 2,500 points would mean a consumption of 125,000 watts. And this would supply the average home with light for more than eighteen months, or it would supply eighteen homes for one month! If multiplied by the 365 days in a year, the total would be 45,625,000 watts and this amount of current would light more than two-thirds of all the incandescent lamps on the Baltimore & Ohio System three hours each day, for ten days. Now if all the 45,000 lamps are left burning one hour each day during the year, it would mean the enormous total of 821,250,000 watts wasted. With this amount of current we could light the great thirteen story Baltimore & Ohio Building at Baltimore a little over four years or we could haul 1,297 trains of 2,200 tons each through the Belt Line tunnel, a distance of one and one-third miles. If the 45,000 lamps are left burning two, three or four hours each day during the year, the cost of current, to say nothing of the additional cost of lamp renewals, multiplies still more amazingly. With these figures before us it can readily be seen that the opportunity for saving in a seemingly insignificant item, may, by our earnest efforts, be made well worth while.



ROBERT FINNEY

Late General Agent, Pittsburgh District, Baltimore and Ohio Railroad

ROBERT FINNEY

BORN AUGUST 10, 1863 DIED AUGUST 24, 1915

ROBERT FINNEY, general agent of the Baltimore & Ohio Railroad Company in the Pittsburgh District, died on August 24, 1915, in St. Francis' Hospital, Pittsburgh, after an illness of several months.

Mr. Finney was born in Allegheny, Pa., and attended the public schools of that city. The necessity for earning his own living prevented him from obtaining a college education, and at the completion of his common school course, he became a clerk with the Allegheny Valley Railroad. In 1883 he went with the Pittsburgh and Western Railroad as chief clerk in the office of the general manager. Early in 1889 he was made claim agent of this road and in December of the same year, superintendent of the Pittsburgh Junction Railroad, where he demonstrated his ability so clearly that in 1894 he was made general agent of the Pittsburgh and Western. In November, 1900, he became acting general superintendent of the Pittsburgh and Western and the Pittsburgh Junction Railroads and a month later, general agent of these two lines. He assumed the position of general agent of the Baltimore & Ohio in the Pittsburgh District on January 1, 1902, and three years later was made general superintendent of the Pittsburgh system. In May, 1910, he again became general agent in the Pittsburgh District, holding that position until his death.

In his capacity as general agent, Mr. Finney was entrusted with and brought to a successful conclusion many important missions for the Company. He was a man of fine appearance, was polished and genial in his address, and had the rare and valuable faculty of making friends of nearly all whom he met. Self-education was a passion with him, and although deprived of early academic training, his scholarly mind habitually led him into the company of students and booklovers, with whom he was able to converse at ease on a surprising number of topics. Such qualifications, combined with the rare judgment which large responsibilities and experience in railroad work had given him, made Mr. Finney an unusually valuable man to the Company. He was a member of several of the prominent railroad organizations and exclusive clubs of Pittsburgh and one of the best known business men of that city.

For several years he had been failing in health, his final illness beginning about seven months before his death. He is survived by three sisters.



"Some Reactionist"

A man who had worked for many years in the U. S. Patent Office, Washington, an industrious, cautious, unimaginative individual, decided he'd resign. His was a life-job. His chief was amazed and questioned him. No—the gentleman was perfectly satisfied with his salary. No—he wasn't working too hard. No—no trouble with anybody. Here was his reason: He'd thought it over and decided that everything patentable had been patented. No more inventions—in volume—were possible. The department had no future. So he thought it discretion to get out and find a steady job—"with a future."

And that was in 1833.

True—the man had no vision. True—he was a dolt. Think of the inventions that have flooded the Patent Office in the last 82 years—yes—the last ten years.

No doubt, that cautious man found his "steady job"—a night-watchman or stoker or something—which required the minimum of imagination. That is caution gone to seed and discretion run wild. That's the sort of plodder who is trampled down and ground into the mire in the upward and onward rush of Progress. And that is brutal, but inevitable. He doesn't succeed, or even survive, because he is tagged "unfit." It is a ruthless race in which brains count for more than brawn. Ambition, courage, persistence count for much. But how worthless even these—without imagination to paint the picture of the reward, to energize the body, to spur on to battle and point the way.

What is YOUR imagination doing?

Is it working over-time? Or is it licked and telling you "to look for a steady job."

Don't be afraid of your imagination. Give it a long rope.

Think! Think!! Think!!—Ford Times.

Economy in Timetable Folders

In America, the timetable folder issued by transportation companies is given gratuitously to all patrons and possible patrons, and comes under the head of free advertising matter. In foreign countries it is considered a book of valuable information and almost invariably sold at a price to cover the cost of its publication. The American public having been educated to treat it as advertising matter, has become wasteful and indifferent to its cost. Competition between lines has more than assisted in its extravagant waste.

It stands to reason that sooner or later radical steps will be taken to curtail this waste. Economy in folders has been the watchword for transportation companies for several months, and eventually their issuance will reach the minimum. The ticket agent is in a position to help greatly by keeping his requests for folders at the minimum. Economies are practiced in other lines of business and the traveling public is reasonable when it understands the situation.

Ticket agents of the Baltimore & Ohio lines are requested to give their earnest cooperation in this regard and wherever possible give the passenger who requests a folder one which covers the local territory which he has announced he will travel. In this way a great saving can be made in the general folders which are intended only for travel covering a

territory of distant portions of the line.

A complete saving of folders can be made often where the passenger simply asks for information and does not really desire a printed schedule.

Riverside Oyster Supper

On Tuesday, Wednesday and Thursday, October 26, 27 and 28, the Ladies' Auxiliary of the Riverside Y. M. C. A. will give their annual oyster supper. All employes who have attended these affairs in the past will be willing to testify to the excellent quality of the food and the ability of the ladies as culinary artists.

The Y. M. C. A. is doing splendid work among our employes at Riverside, and their families, and as the oyster supper is depended upon to a considerable extent to swell the annual receipts of the association, it is hoped that as many of our men as possible will avail themselves of the privilege of enjoying the hospitality of and association with our Riverside friends on these evenings.

With large numbers of new men being added to our working forces, the opportunity for welfare work is growing very fast and the staff at Riverside is in an unusually advantageous position to take advantage of this opportunity, if they have sufficient support. Any employes who are not familiar with the oyster supper would do well this year to acquaint themselves with it.

Heighth of Precaution

Some years ago at a flag station on our System, the agent was called home suddenly by the serious illness of his wife. The "Oldest Resident" had his accustomed seat on the old chair in front of the station.

"If anybody comes to get on the next train be sure to put the flag out, Pop," said the agent as he hurried home.

BALTIMORE AND OHIO RAIL ROAD.

First Division, June 12th 1857

Actual Working of the 6th *Tonnage* *TRAIN from MARTINSBURG to BALTIMORE*

NUMBER AND DESCRIPTION OF CARS.	HOUSE. LOADED.	HOUSE. EMPTY.	STOCK LOADED.	STOCK EMPTY.	GONDOLAS. LOADED.	GONDOLAS. EMPTY.	IRON COAL CARS. LOADED.	IRON COAL CARS. EMPTY.	CARS OF OTHER DESCRIPTIONS.	TOTAL CARS

No of Engine, 179	ARRIVE.	LEAVE.	PLACES OF MEETING AND PASSING TRAINS.	CARS TAKEN ON OR OFF.	CAUSE OF ANY DETENTION WHATEVER, AT OR BETWEEN STATIONS, AND TIME LOST BY SUCH DETENTION.
MARTINSBURG,		5 20			Tonnage trains bound East on the 12th were detained at Sandy Hook One hour and Twenty minutes by Express West. Ex arrived at No. 1. at two O'clock and 5 minutes; being then Over two hours late; and Tonnage trains west not arrived. An arrangement was made by the Conductors in front to Run the Curves so as to get their trains through and render assistance to the delayed trains if wanted. Two men were sent ahead and one hour after the trains followed slowly we found the delayed trains at Hagerstown. after which we had time to make Balto ahead of Express East; and delayed mail East which was to follow the Express
Kearneysville,					
Duffields,					
Harper's Ferry,					
Sandy Hook,	7 20	9.40			
Point of Rocks,					
Buckeystown,					
Monocacy,	11.00	11.45			
Hartman's,					
Monrovia,					
Plane No. 4, E. H.	13.45	1.05			
Mount Airy,					
Plane No. 1, W. S.	2.05	4.45			
Gaither's Siding,					
Sykesville,					
Woodstock,					
Elysville,					
Ellicott's Mills,					
Washington Junction,					
MOUNT CLARE,					

David Virtue *Engineman*

John Virtue *Fireman*

Extra Hours Claimed, Six hours

Thomas Hungerford *Brakeman*

Samuel Barnes *Conductor*

CONDUCTOR'S REPORT OF 1857—ORIGINAL OWNED BY JOHN E. SPURRIER

When he was out of sight, Pop placed the flag in position to stop the way-train. It soon came along with instructions to make the next station and clear for delayed No. 1 as soon as possible. It



PLUGGING THE LEAK

pulled up at the flag signal and the conductor stepped to the platform and said "All aboard!"

Nobody moved and he called to Pop and said: "Where are your passengers?"

"There are none," replied the old man. "I thought maybe you had someone who wanted to get off."—*C. O. Warfel, Operator, Barnesville, Md.*

Patapsco Lodge Outing

Patapsco Lodge 432, B. of L. F. & E. and Thomas Fitzgerald Lodge 274, ladies' society of B. of L. F. & E. of the Baltimore and Ohio Railroad, held their annual outing at Tolchester Beach on Thursday, July 22. The day was an ideal one and the outing was thoroughly enjoyed by all those who were fortunate enough to be present. Addresses and races added considerably to the entertainment.

George Sturmer, special representative of general manager Galloway, made an address which was well received.

The 440 yard dash, open, was won by James Lemley; second, Norman Beacht.

The fat man's race was a 200 yard open event. Mr. Chew succeeded in capturing the event with Mr. Beans a good second.

The prizes were: gentleman's gold shirt set (donated by Geo. Walters); watch fob (donated by Patapsco Lodge); silver cuff links (donated by Mr. Walters); and a suit case (donated by Mr. Ganns).

The lodge will hold its fifth annual ball on Thursday, November 25, 1915, at Moose Hall, Fayette Street, between Eutaw and Paca Streets. The Lodge cordially invites all of its friends to be present.

"The Laziest Man"

"The laziest man I ever saw," said a traveling man, "was not a tramp nor a cop, but a station agent in a little one-horse village in Ohio. After I had finished what little business I could do in the town, I went down to the railroad station to buy a ticket for my next stop. The lazy station agent sat on a broken-down office chair, his feet on the desk and a pipe in his mouth, unlit. When I asked for the ticket, he slowly reached up to the rack, drew it out, handed it to me, and took my money without bestowing a glance upon me or moving from his chair.

"'That's the laziest thing I ever saw,' I said to him, 'if you can do anything lazier than that, I'll give you this dollar.'

"Without the slightest curiosity or even interest, the loafer drawled, 'Put it in my pocket,' and I did."

W. H. H. Francis,
Agent, Nashport, Ohio,
Newark Division.

Railroads Create Wealth

Our marvelous crops would count for nothing if forced to lie in the fields where

they grow, or driven to seek such markets only as the farmer's team could reach. The cotton crop, which brings to our shores annually nearly half a billion dollars of foreign gold, would be but a fruitless burden on southern winds if there were no railways to carry it to the seaboard. We take from our mines and forests and factories $20,000,000,000 each year, but without means of transportation these costly products would be worthless junk.—*Leslie's Weekly.*

Short—Yet Sweet

The desire for originality sometimes results in queer effects in language as well as in art. A newly opened railway station has this sign at the entrance to its train platforms: "All Passengers Will Be Required to Show Transportation at the Gates." How much simpler, shorter, and more understandable is the old-fashioned phrase, "Show Your Tickets," with the customary progressive railroad "please" in front of it?

The Value of a Smile

"Smile and keep smiling, for it is the man with the cheerful smile and never failing diplomacy who climbs the ladder. *And there is always room at the top, too.*

"It is always a great pleasure for me to look back and note that twenty presidents and vice-presidents of other lines came from the Great Northern.

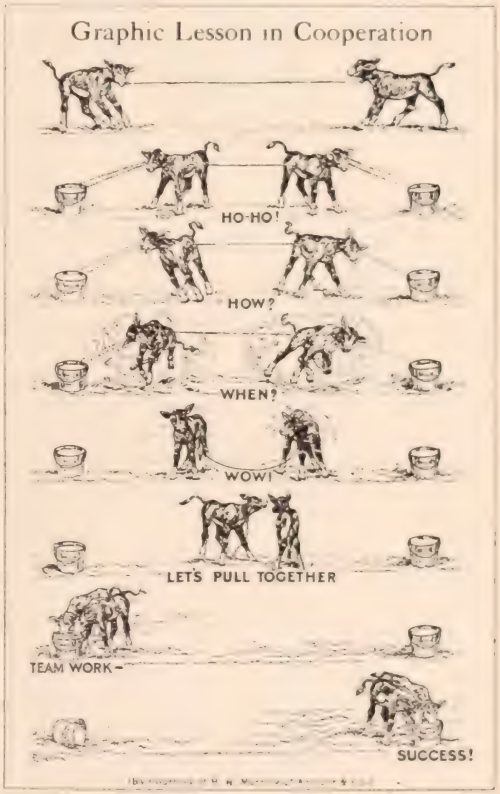
"It is not where you start from, but where you go that counts. There was a time when I knew every man in the system, and I recall that four of the superintendents were born in section houses.

"The man who knows a little and studies to learn more *and does the best he can on everything*—will go farther than the man who thinks he knows it all, and therefore does not have to apply himself." —*James J. Hill, successful farmer, banker and railroad president, the "self-made maker" of a fortune of many millions.*

Employes' Loyalty

Recently I happened to go into an arcade where duckpins seemed to be the most interesting pastime among the majority of the men. Upon closer observation I found a number of fellows whom I knew, and who were connected with a competing railroad in various capacities. They were rolling duckpins with no object in view other than to win the game.

I knew very little about duckpins, but I was impressed by the apparent good feeling which existed among the employes of this line. It mattered not if the one rolling made a very low score—he was given a pat on the back and encouraged in every possible way.



However, upon inquiry, what impressed me even more was the fact that the same spirit pervades their work, that is, the spirit of loyalty to each other. When you are talking to any of them about one of their fellow employes you will promptly be told that he is a "mighty good man," regardless of the capacity in which he is employed. This impressed me forcibly. It must be a very good asset for their railroad.

The question which then occurred to me was, "Did this same spirit exist on our own line? If not, why?" It is a contagious spirit if one but tries to inculcate it, and if such a harmonious spirit predominates among the employes of the Baltimore & Ohio, there is no reason why we should take second place to any railroad in any essential respect—why we should not equal in every thing, in fact, the high standard which we have attained in the courteous treatment of our patrons.

We should be ever ready to encourage our fellows in every way possible, as a helping hand extended by employes as well as officials goes a long way in developing the spirit of loyalty and unity without which none of us can expect to succeed. L. M. Keck,

Connellsville Division.

Listen! Young Man

The achievements of youth startle the world. Experience is often the worst teacher. Her rebuffs dampen ardor and deaden ambition. Youth is not fettered by a knowledge of limitations, so it rushes in where angels fear to tread and performs miracles. Not knowing the impossible, youth has faith in achieving it.

Raphael painted the Madonna of St. Anthony at twenty-two years of age, the Sistine Madonna at twenty-seven. Shelly wrote his sublime drama "Prometheus Unbound" at twenty-seven. Alexander Hamilton wrote two of the most influential political pamphlets of his time at seventeen; and at twenty he joined Washington's private staff. John Calvin published his "Institutes of Theology" at twenty-seven. Burns wrote three of his greatest poems at the same age. William Pitt was Chancellor of the Exchequer at twenty-three; at twenty-five he was one of the foremost men of his time. Clive was head of the English forces in India, distinguished himself at Arcot and was called a "heaven-born" general by Pitt at twenty-seven.

Mozart composed an opera for the Opera House at Milan when fifteen years old; at twenty-one he had written three hundred compositions; at thirty he was the greatest composer of Europe. Keats won an immortal place among English poets and died at twenty-six. Edison at twenty-two received $40,000 for a telegraphic invention. Isaac Newton ignored all the authority and tradition of time, and discovered the law of gravitation at twenty-seven. Bell didn't know he couldn't talk from Denver to Boston, so he invented the telephone at twenty-nine.

Napoleon rebuked at officer for saying "Impossible" in his presence. Napoleon said: "There are no Alps," and led the French Army into Italy at twenty-seven. Had Joan of Arc been older and experienced she would not have attempted to lead the French into Orleans and drive the English beyond the Loire. At seventeen she stood victorious beside Charles when he was crowned King in the Cathedral.

So close is grandeur to our dust,
So near is God to man,
When duty whispers low "Thou Must"
The Youth replies, "I can."

The world owes much to the abounding belief of youth. Youth will undertake and accomplish big tasks. Youth has blazed its trails into undiscovered realms and brought back a new law, a new song, or a new machine.

An army of men can run a cotton gin, but it took Eli Whitney, a youth of twenty-seven, with abounding faith, to invent it. There are a thousand men who can send a wireless message, but it took Marconi, a youth of twenty-four, with unfathomed faith, to discover the law. There are a host of men to play the March, but it took Mozart, a youth of twenty, with unquenched enthusiasm, to compose it.

In the executive's chair and around the director's table of successful business enterprises are many men scarcely turned thirty. They are not demagogues; they have not sat idle in the market places bemoaning the inequality of fortune.

Sad will be the old age of youth who forgets his father's struggles, his father's thrift, his father's God; and lets the morrow take care of itself.

The world owes no man a living, but every youth owes the world a life.

—*From Leslie's.*

How Fast Are We Going?

Methods for Determining Speed of Trains

By Charles E. Mitchell
Material Inspector, Test Bureau

WHEN riding on a train it is frequently asked by someone, "How fast are we going?" We can answer that question very readily and accurately. There are several methods that may be used and are described in this article but the simplest and at the same time most exact method is to count the number of rail "clicks" made by one side of the car in a given time. In ordinary cases, the rail length being 33 feet, the time is 22½ seconds. This is a direct index to the speed in miles per hour, for example—if we count 50 "clicks" in 22½ seconds, the train is traveling at a speed of 50 miles per hour.

How is this time determined? It is a simple proportion and the length of time to count can be determined for any length of rail in use.

Let x = number of seconds to count.

$$\text{then } \frac{1 \text{ mile (5280 feet)}}{1 \text{ hour (3600 seconds)}} = \frac{33 \text{ feet}}{x \text{ seconds}}$$

$$\text{or } x = \frac{3600 \times 33}{5280} = 22\tfrac{1}{2} \text{ seconds.}$$

That is, if we pass over one rail of 33 feet in 22½ seconds we are traveling at the rate of one mile per hour, and if we pass over ten rails in 22½ seconds, we are travelling at the rate of ten miles per hour.

In some sections of the country sixty foot rails are used. In this case the proportion is changed to

$$\frac{5280}{3600} = \frac{60}{x} \quad \text{Then } x = \frac{60 \times 3600}{5280} = 40.9 \text{ seconds.}$$

Another method to ascertain the speed, while accurate, requires a reference to a table for a quick estimate of the speed. This method is to note the time required to pass from one mile post to the next. If it takes sixty seconds, it is evident that the train is moving at a rate of sixty miles per hour. If it takes forty seconds to go one mile, the train will travel $\frac{5280}{40} = 132$ feet in one second and in 3600 seconds will travel $\frac{132 \times 3600}{5280} = 90$ miles per hour.

Below is a table showing various times to travel one mile and the corresponding speeds in miles per hour.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	58	62
41	87.8	59	61
42	85.7	60	60
43	83.7	61	59
44	81.8	62	58
45	80	63	57.1
46	78.2	64	56.2
47	76.6	65	55.3
48	75	66	54.5
49	73.4	67	53.7
50	72	68	52.9
51	70.6	69	52.1
52	69.2	70	51.4
53	67.9	75	48
54	66.6	80	45
55	65.4	85	42.3
56	64.2	90	40
57	63.1	100	36

A third method is to count the number of exhausts from the engine in a given time. For a Pacific type engine, class P, P-1, P-1A, that is, engines of the 2100

series, this period of time is 13.2 seconds. That is, if we count the number of revolutions of the drivers or every fourth exhaust for 13.2 seconds, we have the speed directly in miles per hour.

The explanation of this is as follows: The diameter of the drivers on this type of engine is seventy-four inches.

The circumference is therefore

$$\frac{74 \times 3.1416}{12} = 19.373 \text{ feet.}$$

$$\text{Now} \quad \frac{1 \text{ mile (5280 feet)}}{1 \text{ hour (3600 seconds)}} = \frac{19.373}{x}$$

$$x = \frac{3600 \times 19.373}{5280} = 13.2 \text{ seconds.}$$

Therefore if we count forty revolutions in 13.2 seconds the train is traveling at the rate of forty miles per hour.

For a Pacific type engine of the P-3 class, that is, of the 5100 series, the time to count is 13.6 seconds. The diameter of the drivers is seventy-six inches and the circumference is

$$\frac{76 \times 3.1416}{12} = 19.897 \text{ feet,}$$

$$\text{then} \quad \frac{5280}{3600} = \frac{19.897}{x} \text{ and } x = 13.6 \text{ seconds.}$$

In freight service, the Mikado type engines have drivers of sixty-four inches diameter, the circumference being

$$\frac{64 \times 3.1416}{12} = 16.76 \text{ feet,}$$

$$\text{then} \quad \frac{5280}{3600} = \frac{16.76}{x} \text{ and } x = 11.4 \text{ seconds.}$$

For consolidation type engine, the diameter of the drivers is sixty inches and the circumference is

$$\frac{60 \times 3.1416}{12} = 15.7 \text{ feet,}$$

$$\text{then} \quad \frac{5280}{3600} = \frac{15.7}{x} \text{ and } x = 10.7 \text{ seconds.}$$

Making Allotments of Coal for Yard Engines

By James Bleasdale
Division Master Mechanic, Wheeling

ON JUNE 2, 1915, W. F. Ross, road foreman of engines on the Wheeling Division, compiled and issued to all yard engineers and firemen on the division a circular setting forth a fuel allowance for yard engines throughout the various yards on the division. As the Baltimore & Ohio Railroad Company has adopted the practice of making STANDARDS for various features of railroad work, the time seemed opportune that something of this sort should be inaugurated. In compiling this allotment, more consideration was given to the different class of engines than to the different yards on the division, for the reason that all of the yards to a certain extent perform the same class of work. Therefore, the figures were made the same for the yards at Benwood, Wheeling, Bridgeport, Bellaire and Holloway, and, as prescribed by Mr. Ross, are as follows:

Class of Engine	Tons Alloted Per Day of Ten Hours	Shovelsful Per Hour	Average Time Per Shovel	
			Minutes	Seconds
1100.....	3¼	45	1	15
1200–1600.	3¾	50	1	10
2200.....	4½	60	1	..

You will note that this allotment gives the number of shovelsful for the different classes of engines per hour, the amount of coal in tons consumed for a day of ten hours and the average number of shovelsful per minute and seconds. This is considered a fair estimate of the amount of coal required to perform the work in the different yards, and inasmuch as the conditions so far as the grades, curva-

ture, track and work performed are so much alike, it was not deemed necessary to increase or decrease the allotment for any specific yard.

It was felt that by cooperation on the part of the engine crews, the coal alloted would be sufficient to properly handle the work to be performed throughout the various yards on the division. Shortly after this was put into effect, a check was made of the various engines working under this schedule, and it developed that all of them came within the allotment, and quite a few of them used much less than the allowance.

This idea is original with Mr. Ross, and as an illustration of the interest it has created among the men, it should be noted that during the month of May, 1915, we made a total of 5,455 yard engine hours in Wheeling, Benwood, Bellaire, Bridgeport and Holloway yards and consumed 2,155 tons of coal. On June 2, 1915, this bulletin was mailed to all yard engineers and firemen, thus placing the yard engines on a fuel allotment, and during the month of June, 1915, we made 5,866 yard engine hours and consumed 2,171 tons of coal, an increase of 411 hours with an increase of sixteen tons of coal. This figures the yard consumption at 790 pounds per yard engine hour in May and 740 pounds per yard engine hour in June, a decrease of fifty pounds, or three and one-third scoops of coal per engine hour in June compared with May, which would mean a total saving of approximately 137 tons of coal. This indicates that the allotment created considerable interest on the division.

With any certain number of yard engines working regularly in any particular yard, a monthly allotment in tons can easily be computed, and the yard engineers and firemen apprised of this allowance and an endeavor made to come within the alloted figures. This can be done by following out the shovelsful per hour, which schedule, at the end of the day, would be equivalent to the tons alloted for the day's work, and this, multiplied by the number of yard engines working, would be the monthly allotment for the entire yard. With proper cooperation on the part of the engine crews, in following out this schedule, our yard engine performance should be made much more efficient.

The Baltimore and Ohio was the First Railroad to

Obtain a charter, and is now the ONLY road operated under its original charter name,
Advertise a time-table,
Be operated for freight,
Be operated for passengers,
Offer a prize for equipment,
Make a trip with an American-built locomotive,
Make use of sleeping cars (in 1838),
Enter the National Capital,
Penetrate the Alleghany Mountains,
Inaugurate in the East the policy of "SAFETY FIRST,"
Send securities abroad,
Have telegraphic communication,
Meet emergencies in the Civil War,
Start a pension system for its employes,
Establish an employes' library,
Use electricity as motive power,
Operate a Mallet locomotive.

Do you know any other respects in which the Baltimore and Ohio was "first?" If so, please advise the editor of the Magazine.

FOR THE READER OF BOOKS

Locomotive Engine Running and Management

By Angus Sinclair, M. E.

The twenty-third edition of Dr. Angus Sinclair's book entitled, "Locomotive Engine Running and Management," has recently been published by John Wiley & Sons of New York, and we find that the book has been rewritten and some additions made to cover recent developments in the art, which bring it fully up to date.

Dr. Angus Sinclair spent the early years of his life as a locomotive fireman and engineer, and has been for many years considered one of the best authorities on the economical use of fuel in locomotives. He needs no introduction to the members of the Fuel Association, the Traveling Engineers' Association and the various other associations of railroad mechanical men, as his familiar face is generally seen at all their conventions, and he has for many years been treasurer of the American Railway Master Mechanics' Association.

While Dr. Sinclair's book treats in a general way of the design of different classes of locomotives and describes in a general way the construction and use of the different parts of the locomotive, yet it does not aim to go into minute details, but gives particular attention to the inspection of the locomotive, its preparation for the road and its operation in handling various kinds of trains.

In the new edition, some of the more important chapters are Steam and Motive Power, Design and Operation of Locomotives, Engineers and their Duties, Running a Fast Train, Getting Up the Hill, Sight Feed Lubricators, Boiler Feed Appliances, Valve Motion, Modern Air Brake Equipment, Tractive Power and Train Resistance, Cumbustion, Draft Appliances, etc.

We find that some of the most important additions to this edition, which are not included in the original, are chapters on the Mallet Articulated Compound Locomotive and the one on Superheated Locomotives.

On account of the simple and thorough manner in which this book treats the subject, it is a most valuable source of information, which every man who desires to advance in either shop practice or locomotive operation, should own and study. It will also be found very interesting and useful to any one employed in the operating department, who desires to be fully informed on railroad matters. *—Reviewed by M. K. Barnum, Superintendent Motive Power.*

The Future of the Railroads

By Roger W. Babson

There has perhaps been nothing published during the last few years that approaches in thoroughness, conciseness, and viewpoint, the book just received from the author, Mr. Roger W. Babson. He is exceptionally qualified to treat the subject of railroads; first, because he was trained as a railroad engineer at the Massachusetts Institute of Technology, and secondly, because he now operates the largest statistical organization of its kind in the world. But the volume is not full of tables. It is a discussion of things that concern the owner, the employe, and the man who pays a fare.

With all the newspaper talk on railroads, inspired or based on loose facts, it is a refreshing sensation to read a book which presents an original viewpoint so frankly as "The Future of the Railroads."

The problem of railroads, as Mr. Babson sees it, is a struggle between "ship-

pers, represented by the government, investors, represented by the directors, and a vast army of employes." To show the probable outcome of these contending forces is the purpose of this book.—*Published by the Babson Statistical Organization, Wellesley Hills, Mass. Price $1.00.*

The Reading Habit

By H. Addington Bruce

There are a good many men who get through life tolerably well without ever acquiring the reading habit. There is not one of these men who gets out of life all he should.

Reading is as necessary to the proper development of the mind as food is to the body. Indeed, reading has a beneficial effect on the body as well as on the mind.

Show me a man who is not fond of reading, and it is more than an even chance that you are showing me a man whose nerves are more or less on edge, and who dissipated his energies in various ways.

For such a man is pretty sure to be sadly lacking in inner resources. In his leisure hours he has within himself little to fall back on.

He cannot be content with sitting still and twiddling his thumbs. His mind rightly craves diversion, and, the likelihood is, will find it in forms not always compatible with health.

If there were more booklovers in the world today there would be fewer gamblers, dipsomaniacs and nervous wrecks. There would, in fact, be fewer criminals and suicides.

Also, the general level of efficiency, as well as happiness, would be raised.

For the reading habit, provided the right kind of books are read, has this peculiarity.

It not only helps a man to occupy his time pleasurably when away from his work. It also enlarges his mental powers for the better performance of his daily tasks.

Whatever makes a man REALLY THINK makes his mind grow. Mental growth, through the exercise of the thinking faculty, should continue to the end of life. And there is nothing like reading—the right kind of reading—to make a man think.

The wrong kind of reading, to be sure, is mentally weakening, if allowed to become habitual. Novels and stories that make no demand whatever on the intellect are in the nature of narcotics. Like narcotics, they should be used sparingly.

When a man has been working unusually hard, when he is feeling mentally exhausted, a cheap detective or adventure novel will do him no harm.

Many great men have testified to the value of this type of fiction as a rest-bringer.

But these same great men, it will be noticed, do not confine their reading to cheap stories.

They read other books, MOSTLY THE BEST BOOKS THAT ARE TO BE FOUND IN LITERATURE.

They are addicted to the works of the world's foremost novelists, to poetry, to essays, to history, to biography, to works of science. They have the reading habit more than most other men.

Usually, too, they have developed the reading habit in childhood. That is the time when it is most easily and thoroughly acquired. But it is never too late for one to acquire it.

And, once acquired, it will prove itself one of the best assets a man can have. Of this you need feel no doubt at all.

For All Tastes

Suppose your guest wants to get off by himself for a quiet hour over a volume, or suppose—it does sometimes happen—he is wakeful. What books do you leave in the guest room for his delectation? Here are the titles to be found on one guest-room bookshelf we know of:

Hawthorne's "Tanglewood Tales;" "The Golden Treasury of Songs and Lyrics;" Holmes's "Autocrat of the Breakfast Table;" Emerson's "Conduct of Life;" Thackeray's "Rose and the Ring;"

Anthony Hope's "Prisoner of Zenda;" "Marcus Aurelius;" Bernardin de Saint Pierre's "Paul and Virginia;" Stevenson's "An Inland Voyage;" Dickens's "Christmas Carol," "Life of Savonarola;" Fairy Tales, including Hans Andersen, "Bluebeard," "Aladdin," etc.; Stevenson's "New Arabian Nights;" Yeats's "Land of Heart's Desire."

Can you conceive of a mood which something here wouldn't fit into? We think the person who couldn't find relish in any of these volumes must be a pretty sorry apology for a guest.—*Collier's.*

Character of The Happy Warrior

By William Wordsworth

Who is the happy Warrior? Who is he?
That every Man in arms should wish to be?
—It is the generous Spirit, who, when brought
Among the tasks of real life, hath wrought
Upon the plan that pleased his boyish thought:
Whose high endeavours are an inward light
That makes the path before him always bright:
Who, with a natural instinct to discern
What knowledge can perform, is diligent to learn;
Abides by this resolve, and stops not there,
But makes his moral being his prime care;
Who, doomed to go in company with Pain,
And Fear, and Bloodshed, miserable train!
Turns his necessity to glorious gain;
In face of these doth exercise a power
Which is our human nature's highest dower;
Controls them and subdues, transmutes, bereaves
Of their bad influence, and their good receives:
By objects, which might force the soul to abate
Her feeling, rendered more compassionate;
Is placable—because occasions rise
So often that demand such sacrifice;
More skilful in self-knowledge, even more pure,
As tempted more; more able to endure,
As more exposed to suffering and distress;
Thence, also, more alive to tenderness.
—'Tis he whose law is reason; who depends
Upon that law as on the best of friends;
Whence, in a state where men are tempted still
To evil for a guard against worse ill,
And what in quality or act is best
Doth seldom on a right foundation rest,
He fixes good on good alone, and owes
To virtue every triumph that he knows:
—Who, if he rise to station of command,
Rises by open means; and there will stand
On honourable terms, or else retire,
And in himself possess his own desire;
Who comprehends his trust, and to the same
Keeps faithful with a singleness of aim;
And therefore does not stoop, nor lie in wait
For wealth, or honours, or for worldly state;
Whom they must follow; on whose head must fall,
Like showers of manna, if they come at all:
Whose powers shed round him in the common strife,
Or mild concerns of ordinary life,
A constant influence, a peculiar grace;
But who, if he be called upon to face
Some awful moment to which Heaven has joined
Great issues, good or bad for human kind,
Is happy as a Lover; and attired
With sudden brightness, like a Man inspired;
And, through the heat of conflict, keeps the law
In calmness made, and sees what he foresaw;
Or if an unexpected call succeed,
Come when it will, is equal to the need:
—He who though thus endued as with a sense
And faculty for storm and turbulence,
Is yet a Soul whose master-bias leans
To homefelt pleasures and to gentle scenes;
Sweet images which, wheresoe'er he be,
Are at his heart; and such fidelity
It is his darling passion to approve;
More brave for this, that he hath much to love—
'Tis, finally, the Man, who, lifted high,
Conspicuous object in a Nation's eye,
Or left unthought-of in obscurity:
Who, with a toward or untoward lot,
Prosperous or adverse, to his wish or not,
Plays in the many games of life, that one
Where what he most doth value must be won:
Whom neither shape of danger can dismay,
Nor thought of tender happiness betray;
Who, not content that former worth stand fast,
Looks forward, persevering to the last,
From well to better, daily self-surpast:
Who, whether praise of him must walk the earth
Forever, and to noble deeds give birth,
Or, He must go to dust without his fame,
And leave a dead unprofitable name,
Finds comfort in himself and in his cause;
And, while the mortal mist is gathering, draws
His breath in confidence of Heaven's applause:
This is the happy Warrior; this is He
Whom every Man in arms should wish to be.



Hundreds of Railroaders Attend First Outing of Martinsburg Veterans' Association

By W. L. Stephens
Assistant Foreman, Martinsburg

THE first annual outing of the Martinsburg Association of Baltimore & Ohio Veteran Employes was held in Berkeley Springs, W. Va., on August 12, 1915. The executive committee of the association had planned the day's program well, and the outcome was a great success, despite the indications of inclement weather which heralded the excursion day. When the time arrived for the departure of the Martinsburg train, rain was falling in torrents, but 116 veterans and friends braved the weather and started for the famous resort.

At 11.20 a. m. the reception committee left for Hancock to receive and welcome the visiting delegations from Baltimore and Brunswick, who came in a special train of three coaches and general manager C. W. Galloway's car, No. 916, arriving at Hancock at 12.00 m. On the arrival of this train at the Springs, the Veterans formed and, headed by the band, marched to the hotel and there, while resting, a photograph was taken of the whole line.

Dinner was next in order and the excursion throng assembled in the spacious dining room



EVERYONE OF THE VETERANS SURROUNDING GENERAL MANAGER GALLOWAY IN THIS PICTURE HAS BEEN IN THE SERVICE OVER FORTY YEARS

Upon arrival at the Springs they found the Berkeley Springs band and a crowd of citizens waiting to bid them welcome. The headquarters were at the Hotel Dunn and the proprietor, Mrs. Whitcraft, threw open both this and the Hotel Washington and made the visitors feel at home. Too much cannot be said of this lady's efforts toward making the day a success and she certainly fulfilled the expectations of the most exacting in her earnest endeavor to add to the pleasure and comfort of her guests. The time between the arrival, 9.30, and the dinner hour, 11.00 a. m., was spent by the visitors in lounging around the spacious hotels with their large porches, chatting and relating experiences of "once upon a time."

of the Dunn Hotel to discuss Mrs. Whitcraft's splendid menu. The crowd was large, but the quantity of viands was ample, and everything was well cooked and splendidly served. After grace by Rev. Z. T. Brantner, the Company Glee Club from Baltimore sang the long meter doxology. During the meal the club boys also sang several other selections to the delight of the diners. Judging from the pleasant hum of conversation and the smiles of satisfaction seen upon the faces of the party, the dinner did credit to the hostess.

When the happy party emerged from the dining room, the clouds were lifting above the green-capped mountains and were giving evidence that nature was trying to crown the

Veterans' Day with sunshine. The elements probably felt the spirit of the occasion and respected the grit and stamina of a body of men who had braved the rains and storms of many years in the employ of their great railroad.

Promptly at 2.30, president Brantner, fifty-two years young in the service, called the meeting to order on the beautiful park lawn near the bath houses, and in a short and pithy speech stated the object of the gathering. He then read a letter of regret from president Willard, He solicited the cooperation of the ladies' interest in the men, telling them to look after the men at home and keep them out of trouble and promised that he would keep them out of trouble while on the road. He said that if, perchance, a problem became too difficult for them to handle, if they would bring it to him, he would help solve it and save the men for them and the Company. The reception given Mr. Cahill's talk speaks well for his future popularity on the division.



FINE TURNOUT OF VETERANS FOR THE OUTING

and the veterans and employes pledged their loyal support to the president in three rousing cheers. A letter from third vice-president A. W. Thompson told of his wish to be present but of his inability to be there on account of business, and was also greeted with three long cheers.

A song by the Glee Club, "Cousin Jedediah," was well received, after which president Brantner introduced general manager Charles W. Galloway. Mr. Galloway gave the boys a splendid talk, telling of his interest in their welfare and the splendid cooperation he had received from them. He told them that there was nothing he enjoyed more than to spend an afternoon talking and mingling with railroad men, hearing their views upon matters of home and employment, and getting acquainted with them and their friends. If this festival day was a criterion, it certainly bore out these words of Mr. Galloway, for he spent the afternoon handshaking and renewing acquaintances with the men and their wives. Mr. Galloway's speech was loudly applauded. The next speaker was the new superintendent of the Cumberland Division, M. H. Cahill. Mr. Cahill's talk made a splendid impression and his few remarks, while brief, were to the point. He said he was not worried about the outcome of the management of the Cumberland Division as long as he had the loyal support of the employes, and he felt that he had that, and promised for the division as good and even better results than had been attained in the past.

W. C. Montignani was next introduced, and entertained the audience with some witty sayings, and concluded by telling the men not to forget "The Almighty" who had made possible their successes and to be loyal not only to the Baltimore & Ohio, but also to Him, by being loyal to the church of their choice and carrying out the Master's work.

George W. Sturmer, special representative of the general manager, closed the speechmaking with a fine talk on the progress of the Veterans' Association, stating that in six years there had been organized nine lodges, with a membership of over 5000. He complimented the work of the Baltimore & Ohio along economic lines, saying that she stood second to none of the railroads of the nation in that most important factor of railroad management.

At the conclusion of the speechmaking Mr. Brantner expressed the appreciation of the Association for the splendid singing of the Glee Club and thanked them for their attendance and cooperation. The Berkeley Springs band came in for its share of praise and too much cannot be said of the kindness of A. McNeil, the lessor of the Springs, who did so much to make the day a pleasant and successful one. The members of this Association appreciate the courtesy and kindness of the citizens of Berkeley Springs and extend to them their grateful thanks.

The program rendered by the Glee Club was as follows: "O, Were My Love Yon Lilac Fair;" "Cousin Jedediah;" "Officer's Song;" "How Can I Leave Thee;" "The Soldier's Farewell."

Some of the good things which had been prepared by Mrs. Whitcraft for lunch were: Potato salad, cold slaw, sliced tomatoes, fried chicken (cream gravy), roast Philadelphia capon (giblet gravy), boiled Westphalia ham, boiled new potatoes (cream sauce), string beans, new lima beans, buttered beets, green apple pie, chilled watermelon, drip coffee, iced tea.

The trip back home by the Baltimore contingent will not soon be forgotten. Though without the services of their able leader, J. D. Wright, foreman of the paint shop at Mt. Clare, who had got off at Hancock to go west, the fellows in the Glee Club triple quartet sang first in one car and then in the other and almost literally "sang their heads off." But the Baltimore folks overlooked any little rifts in the harmonizing of the popular songs rendered in the evident enthusiasm of the boys and their desire to please.

The greatest surprise of the trip home, however, was the splendid buffet supper that Mr. Galloway sent in from his private car. Delicious sandwiches, fruit, ice cream, cake and coffee tickled the palates of the picnickers, and the thoughtfulness of the general manager will long be remembered. He had the Parlett "boys," captain Olden and several other veterans take dinner with him in his car.

If the remarks of the Baltimore contingent were representative of the opinion of all concerning the outing, certainly the day was a howling success. Great credit is due to Mr. Bouic, agent at Martinsburg and his committee in perfecting the arrangements and in carrying through the details of the affair so ably. But everyone will remember the occasion, too, largely because they were enabled to hear, see and feel the enthusiasm of that perennial fountain of youth, Z. T. Brantner, the seventy years young father of the Martinsburg veterans. In his special honor the members of the Glee Club added the following verse to the Officers' Song, and from the cheers and applause which greeted it, it is quite certain that all the excursionists heartily agreed with the sentiment expressed:

Here's to Brantner, his first name's Zack,
The boss of the M. of W. shack;
For fifty-two years he's been on the job,
We take off our hats to this loyal nabob.

The Hoof and Mouth Disease Outbreak Among Cattle Herds

By E. L. McWilliams, Live Stock Agent, and
C. R. Hampton, Assistant Freight Agent,
Baltimore and Ohio Railroad Company, Union Stock Yards, Chicago

THE hoof and mouth disease is a contagious bovine malady, the virulence of which is such that within a period of ten days, recently, state and federal government quarantines were necessary in the area from Massachusetts to Montana. It has swept over the country within the past eight months, and its ultimate effect upon farmers, the general public, and upon transportation lines can only be surmised.

"Foot and Mouth Disease" is its name. Science gives it no other, and while its effects are not necessarily fatal, only two to five per cent. mortality being reported in foreign countries which have battled this scourge for years, yet it menaces the selling value of cattle, which, in the fourteen states infected, alone represent an investment of upwards of two billion dollars.

The germs, first attacking the hoofs of cloven footed animals, next strike the mouth. Disease develops within three to five days and while mortality among afflicted animals is light, they immediately begin to emaciate and, within a very short time, lose many pounds of weight. In cows, the udder is also affected, and the disease can be communicated to humans through the consumption of milk, butter and cheese coming from infected animals. Hogs and sheep are also susceptible to foot and mouth disease and veterinarians declare that the only cure for it is a "shot gun and a barrel of quicklime," the gun to stop the contagion, and the quicklime to destroy the possibility of the germs scattering.

The disease originated at Niles, Michigan, presumably through the importation of hides from South America, where tens of thousands of cattle have been destroyed by it in the past two decades, and spread from Niles to farms nearby and also into Northern Indiana. Then federal and state quarantines were put upon Cass and Berrien counties in Michigan and St. Joseph and Laporte counties in Indiana. Meanwhile dozens of loads of hogs and cattle had been shipped from these points to Chicago and from there, hundreds of loads of stockers and feeder cattle sent to country points carried the germs into many states. Cars, into which they were loaded were, in the course of general traffic, carried long distances and spread the germs over a wider area. The result was a state of near panic in live stock circles. All live stock traffic was then placed under quarantine in fourteen states, namely, Massachusetts, Rhode Island, New York, Pennsylvania, New Jersey, Delaware, Ohio, Maryland, Indiana, Kentucky, Michigan, Illinois, Wisconsin and Iowa.

Chicago, the world's greatest live stock market, underwent a twenty-day quarantine, which cut off the receipt and shipment of all live stock and caused partial paralysis in the meat shipping traffic at that market. East St. Louis was also closed and Buffalo, Pittsburgh, Lancaster, Baltimore and Louisville, too, came under the federal ban. The Missouri River markets alone in the west were allowed to continue business, but their areas from which to draw supplies were necessarily shrunken because of state and federal quarantines in force in various commonwealths.

While the temporary suspension of trading at markets, and the tie-up of live stock traffic meant serious losses to all interests, the situation immediately brought to the front a patriotic spirit, which was manifested by all industries affected. When the order to "clean up" came from the federal and state governments, it was obeyed to the letter. With the Chicago stock yards devoid of all meat animals, a force of 1000 men immediately went to work cleaning the pens, chutes, alleyways and viaducts. A corps of spraying machines, each manned by a squad of ten workers, under supervision of a federal inspector, began spraying every nook and cranny of the yards and the task of thoroughly disinfecting the five square miles of territory, in which are located some 13,000 pens, was completed in one week's time. Every railroad car that carries live stock underwent the same cleaning process. It meant the expenditure of many thousands of dollars, but a disease spreading stock pen or car is a menace to an industry which must be eliminated and forthwith it was.

Some idea of the extreme necessity of adopting every means of eradicating the foot and mouth disease germ can be gained when it is stated that the germ of this malady cannot be seen under any microscope. It is a filterable virus. It filters through porcelain. It travels in the air and can easily be communicated to cattle herds over an area of hundreds of miles merely by being carried in a person's clothes. The fanciest dairy herds in the United States were attacked by the disease. It broke out in the Chicago stock yards just at the close of the Ninth Annual Dairy Show. There were quartered, at that time, in the show barns, some 836 head of the most valuable pure bred dairy animals in the United States. The first prize winners were valued up to $40,000 a head and animals worth $4,000 to $10,000 were common among the infected beasts placed under quarantine.

These animals were segregated from the market offerings and were held in quarantine after the embargo was lifted from the yards proper, and veterinarians declare that before the disease is finally eradicated these $4,000,000 worth of dairy maids will have to suffer the fate of the most plebian bovines which, upon being found by the inspectors to have been infected, were destroyed. Who will pay the losses? That is the query of the owners of the fancy dairy stock. The state and federal governments divided the expense of reimbursing the owners of the other animals slaughtered in the Chicago stock yards, some 800 head meeting death and burial in quicklime there, but the contention was raised by the Illinois authorities that, inasmuch as most of the dairy show animals were owned by citizens of other states, their respective commonweaths should reimburse the owners for losses sustained.

Officials engaged in fighting this, the greatest disease outbreak ever known among cattle in the United States, were Arthur G. Leonard, president of the Union Stock Yard and Transit Co., of Chicago, Dr. S. E. Bennett, chief of the Federal Bureau of Animal Industry forces at Chicago, Dr. R. A. Ramsey, chief of the Contagious Disease Field investigations of the Animal Industry Bureau, and Dr. O. E. Dyson, Illinois State Veterinarian. In Chicago and over Illinois, where the disease gained its greatest headway, the situation was speedily placed under control, and the highly efficient work in checking the spread of the malady stamps these leaders as men of action to be trusted in a time of crisis such as they recently found facing them.

The foot and mouth disease outbreak, though it cost live stock producers and the federal and state governments millions of dollars to eradicate, will stand forth as the greatest object lesson the live stock industry has ever had. It will serve to impress upon the mind of every man engaged in it, the importance of cooperating to raise the standard of sanitation in live stock pursuits, to eliminate the danger of contagion, to drive out skepticism, and keep ever fresh in the mind of the live stock man that prevention, by the adoption of sanitary methods in housing and handling stock, will eliminate a great percentage of the millions of dollars of annual loss in the industry which, for decades, has been "charged off" the producers' books as a legitimate hazard that must necessarily be met.

Active cooperation with state and federal veterinarians will accomplish this salvaging of millions of dollars heretofore looked upon as consistent losses. It is not the intention of the authorities rigidly to enforce needless sanitary laws, but there must be closer harmony between the live stock grower and the state and federal veterinary forces which are endeavoring to guard his investment from the ravages of disease.



The Misuse and Abuse of "Safety First"

By L. F. Shedd
In Rock Island Employes' Magazine

THE long recognized adage "Familiarity breeds contempt" threatens its application to those splendid, elevating and high purpose principles symbolized by the words "Safety First," those words that carry with them the thoughts of reduction of personal injuries to the minimum; of decreasing pain and suffering; the elimination of destitution in many homes; sparing the bread earner; the increase of happiness and better home conditions and the assurance of a stronger and a better race—and unless the misuse and the openly apparent abuse of those words be seriously considered and measures adopted to check such wrongs, the rock-bound principles upon which the crusade to conserve life and limb are founded must needs be shaken and jeopardized. The indiscriminate use of "Safety First" as a catch-the-eye phrase to advertise certain commodities, wares, and individuals, if you please, and to attract the eye of the public for commercial purposes alone, regardless of the interests of those thousands to whom the words "Safety First" should and would mean much in a general way, is nothing short of a crime, the continuance of which will reap its own unjust reward.

What does "Safety First" mean to the thinking man, woman or child? Have you ever asked yourself that question? Does it not stand for everything that is right and just? Would not strict adherence to the admonition to place safety ahead of every other consideration naturally bring us results the benefit of which can neither be doubted nor overestimated? Then why permit the slogan that should direct us to better conditions on our railroads, in our industries, in our cities, yea, all over this great peace-loving country in which we live and of which we are a part, to be seized and abused by the venders of automobile tires, rubber heels, teas, clothing, etc., and to advertise the strength and efficiency of our national banks in various parts, and last, but not least, by the candidate in one of our large cities who aspired to the highest office within the gift of the good people of that city, to secure votes for his election?

It is indeed a comfortable thought to every American that "Old Glory" should be so proudly and jealously guarded against encroachment by any and all who might seek to use that splendid emblem of the "Land of the free and the home of the brave" to simply catch the eye for the advancement of some business interest. How strictly must he who dares to use that emblem for any commercial purposes account to the Federal Government for so doing! With equal jealousy the currency of our country is guarded and reprints positively forbidden. The National Red Cross Society have succeeded in prohibiting the use of their emblem for any other purpose than to designate the Red Cross. Why these restrictions? The answer is, because to permit the indiscriminate use of these almost sacred emblems would be but to ruin them as high ideals of good government, and as designating one of the greatest factors for good known to the civilized world. Their appearance on every paper of tobacco, in show windows and elsewhere, would soon tend to drag them to a level beneath their admitted dignity. Is not the same true of those words that bespeak that great and humanitarian movement, namely, "Safety First?" Will not these words in the very near future, unless we raise our protests to the apparent abuse of them, be looked upon by many as meaningless and beneath their respect and notice, and recognized only as advertising mediums, rather than as admonitions that mean so much to all if accepted in the same spirit with which they are tendered? This question carries its own affirmative answer, and it therefore becomes the duty of numberless thousands who value those words and their message so highly, to rally to the thought and necessity of asking that "Safety First" be not misused and abused and at the same time attempt to interest those who are now and have been taking advantage of that popular slogan to desist from further doing so, and interest themselves and others in the true meaning of those words, "Safety First."

Think it over, talk about it to your co-laborer and fellow-workmen, to the family, if you please, and do your part to have "Safety First" impart the message it is intended it should. Let's start a campaign against the misuse of those words that point out the way to everything that is better among our railroad men, the patrons of our railroads and the public generally.

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"The Science of Business is the Science of Service—He profits most who serves best."

Ditching and Cleaning

By Jesse Snyder
Track Foreman, Ohio River Division
As Read at Division Engineer's Meeting

I CONSIDER the ditch and the maintaining of same the most essential part of maintaining a piece of track. If we have not good ditches we cannot expect to have good track.

There are several things to be considered in constructing a ditch. First: the width of the ditch from rail to bank should be sufficiently wide to permit of the bottom of the ditch being low enough not only to take care of the water that may come in from the surrounding country, but also to drain the roadbed of the water that may soak in from rains and melting snow. The ditch should not be close enough to cause a weak place in the track.

Another thing to be considered is the slope to the back of the ditch, that is, the degree of slant of slope in order to make it stand after the freezing and thawing of winter and the rains of spring. I notice that a good many of us, if there is a low back, cut it too straight down. I believe we should give a low back just as much slope as we would if it were ten feet high, and I am in favor of a box-form bottom instead of one sloping from bottom of ties to back of ditch. I am also in favor of cutting the back of the ditch to a line, as a straight ditch looks much nicer than a crooked one, and, if you have the proper fall, it will maintain its bottom longer.

One of the most important items, especially to the Company, is the cheapest way to construct and maintain a ditch. Of course, the cost of constructing a ditch depends on the location, the condition of the weather, and the kind of dirt to be handled. The location has to do with the mannner in which one would have to do the work, whether by casting with shovel, wheelbarrow, trucking, or work train. I believe casting is the cheapest way we have of ditching at the present time, but if the location is such that we cannot cast, and if it is not too far to wheel, the next cheapest method is

LOYALTY

IF YOU work for a man, in Heaven's name, work for him. If he pays you wages that supply your bread and butter, work for him, speak well of him, stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must villify, condemn and eternally disparage, why, resign your position, and when you are outside, damn to your heart's content. But as long as you are a part of the institution, do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along you will be uprooted and blown away, and probably you will never know why.

ELBERT HUBBARD

with wheelbarrows, and for ordinary ditching on sections I am in favor of the one-man-and-wheelbarrow ditching. I think that ditching and moving the dirt with a push car is the costliest and the slowest way that I have ever tried.

The best time of the year to ditch is the late fall and early winter, as the ground is in better condition to handle than at any other time. In the summer months the ground is hard to dig and the weather hot, and in the spring it has become full of water and is heavy and sticky; therefore, it takes longer to handle. But in the fall, after the rains begin, the ground seems to loosen up or granulate, and the weather is cooling. Therefore, you can handle a great deal more dirt at that time of the year than at any other. Also, by ditching then you will have your ditches all ready to take care of the spring rains.

Cleaning is another big proposition. As to what constitutes cleaning as a whole, I hardly know what to say, but it seems to me that it includes everything that goes with the daily routine of work. For instance, if I were putting in ties I should dress up all open track nicely, pile all old ties and chunks, and, if practicable, set old ties on fire. If surfacing, ditching, or whatever else I may be doing, I try to leave it in nice, tidy shape at the end of the day's work, for I might not get back to that particular place tomorrow. I am very much in favor of the every-day cleaning, so far as dressing up track, gathering scrap and keeping the right-of-way cleaned of any trash or chunks that may accumulate, is concerned.

A good way to keep rid of burnt ends of old ties and chunks is to use the push car in cleaning up old ties in the evening. Say you put in forty ties. If you have room for large piles without placing them too close to the track, put about twenty to the pile. The chunks from these piles, after burning, can be used for firing the new piles, and the chunks can be got rid of at the same time.

I think it would be advantageous if we could keep the ballast cleaned at all times, for the looks of the thing if for nothing else. But it helps in different ways. For instance: weeds hold moisture and moisture causes the decay of the ties, and when the ballast becomes full of roots and decayed matter, it loses the use for which it is intended.

Experience has taught me that the two best times in the year to mow weeds are in June and September. I believe the same amount of ground can be mown over twice a year as cheaply as it can be mown once in the fall, and the right-of-way looks a great deal nicer. And in the course of a year, mowing twice a year will kill out the bushes and large weeds and cause a sod of blue grass to come, which is much easier to handle and looks better than a patch of briers.

LOYALTY VIA APPRECIATION

YES, I work for a man; or rather, a corporation, an institution. And I WORK, as a cog in a great machine. To be sure, a small cog, a cog that can easily be renewed by another; but, nevertheless, while I'm there, I help to keep the machine going. Of course the corporation pays me wages that supply my bread and butter—lubrication, so to speak, to keep me working smoothly as I do my share to grind out the golden dollars to swell its coffers.

And I do not villify, I do not condemn and I do not eternally disparage. I am part of the order of things as they are. But one word I would say:

You Man, You Institution, who would have the loyalty of your employes! Why don't you speak well of THEM? A pat on the back, a little word of encouragement, a look of appreciation, will bind your men to you with threads of loyalty far stronger than chains of tempered steel—a bondage that will not be broken by the lure of higher wages or shorter hours.

An ounce of appreciation is worth a ton—aye, a hundred tons of browbeating.—AN EMPLOYE.

COOPERATION

THE WORD "cooperation" has of late become one of the most used in the language. Almost every article on any phase of business emphasizes it; organizations of all kinds preach it and do anything in their power to get it; department heads urge it from their subordinates and are usually successful in proportion to the response they get. Yet the use of the word, the constant dinning of it into our ears and the efforts made to secure actual cooperation, do not by any means adequately represent the importance of this essential feature of modern existence.

Cooperation is the symbol of twentieth century life. Man meets it early, as a boy in the family, and in a much keener sense than did the boy of a few hundred years ago, who, when very young, was sent out to forage for himself. The boy of today is taken care of until he gets a fair start. He gets the cooperation of family, churches and schools, and the protection of the state until he is pretty well prepared to face the struggle for existence. Perhaps he first realizes his part in the cooperative scheme when he is called on to give his penny to the "Penny Fund" in his primary school, that pictures may be bought to adorn the bare schoolroom walls for the edification and enjoyment of those who follow him. Surely, if he is a real school-boy, he will feel the cooperative pull, and will yield when urged to "go out for the high school team." And if he is quite fortunate, college days will develop his cooperative instinct to the point of hysteria when he becomes infected with that insidious and lasting malady—"college spirit."

You members of fraternal organizations know what cooperation is, and how often you are called on for it. You members of churches and clubs are not unfamiliar with it. In fact, today, the whole social organization has cooperation for its basis. And the individual who thinks he is not a part of it is a misguided recluse indeed. The cave dweller of prehistoric times was a law unto himself, but the cave dweller of today is practically as amenable to the benefits and hardships of the social or cooperative law as is his brother of the city tenement.

Not so many years ago, the family was quite self-sufficient. The frontiersman built his home, hunted for his meat, planted and harvested his grain and fashioned his clothes out of skins. The country farmer depended very little on other people for existence. Today the explorer takes with him a knock-down house, the softest and warmest of wollen clothes, concentrated foods, and all the other supplies that highly specialized industries afford him. And the farmer sends thousands of miles for his clothes, furniture and even some of his foods, utilizing in so doing many cooperative agencies of manufacture, transportation, etc.

But it is in industry and commerce that cooperation has reached its highest development. The cobbler of the eighteenth century made the shoes of his customers from the tanned hide to the polish. Today our footgear passes through one hundred and forty-five machines and the hands of many

operators before it is a finished product. One hundred years ago you would have made the trip from Baltimore to Washington as the patron of some stage coach owner. He would harness his teams in Baltimore, drive you to Relay, change his horses there and possibly turn you over to his partner for the balance of the trip, the whole service consuming the attention of only a few men. Today, you are whisked there, forty odd miles in fifty minutes, and during your trip literally hundreds of men are engaged in watching out for your comfort, convenience and safety. Such is the difference between the era of individualism and that of cooperation.

Furthermore, no one of us is so powerful or so weak that he is not amenable to the influence of our vast cooperative structure. There is possibly no better loved man in the world today than the President of our Country. His life is most precious to millions of people. Yet, every time he moves, he challenges the responsibility of the cooperative system. Every time he gets on a train he trusts himself unequivocally to the cooperation of thousands of railroad employes. The inspectors who pass on the quality of materials, the engineers who plan the grades, the operating men who run the train, the humble trackmen who watch for broken rails; these and hundreds of others are responsible for his safe transit. We hate to think of what the carelessness of a track walker might mean to him. We shudder at the suggestion of what would happen should a single link in the long chain of cooperative agencies break down when his safety is at stake. Yet, when the President rides, his safety can be assured scarcely more than that of the ordinary man, who, whenever he puts his foot on a train, sets a thousand bodies working and a thousand minds thinking for his safe conduct. So we see that each one of us, with even the most humble task, has before him a definite, important and honorable place in this vast cooperative scheme.

Again, see how the President himself is responsible to this law of cooperation. If he does not do for you what you think he should, you use your influence against him. And if any considerable number think that he is not cooperating as he should in his capacity of servant of the people, he would soon be relieved of his great position.

The head of any organization is just as responsible to this law of cooperation. He is responsible for his stewardship to the stockholders, if it is a corporation, and in any event, he is responsible to his employes. He must provide proper working conditions, safety devices, fair hours and wages, or his employes will hamper his success in one way or another.

Cooperation therefore, is not merely a word used for the sake of saying something. It is used to get unity of effort among employes. It is an actual condition on which our whole industrial fabric has been constructed. Every one of us lives cooperation each day, whether he will or not. It is almost as necessary to our existence, as are air and bread. Without it the farmer on the plains would be isolated from civilization and the millions in the cities would starve. And, being such an essential part of modern life, it is but natural that it should be cultivated and stimulated and preached. For the more rigorously cooperation is practiced and developed, by organizations and the individuals comprising them, the more successful will be those organizations and individuals.

—THE EDITOR.

21st CONGRESS,
2nd Session.

MEMORIAL

OF THE

BALTIMORE AND OHIO RAIL ROAD COMPANY,

For permission to extend a lateral branch of their road to some point within the District of Columbia.

DECEMBER 14, 1830.—Referred to the Committee on Roads and Canals.
DECEMBER 15, 1830.—Ordered to be printed.

To the Senate and House of Representatives of the United States in Congress assembled:

The memorial of the Baltimore and Ohio Rail Road Company,

RESPECTFULLY REPRESENTS:

That your memorialists have, in the prosecution of the work in which they are engaged, completed and put in operation a railway upon the first division of their road, extending a distance of thirteen miles, over, as they believe, the most expensive and difficult part of the entire line between the City of Baltimore and the Ohio river.

The construction of the road upon the remaining distance between that city and the Potomac river, embracing about fifty miles, is also in such forwardness as to warrant your memorialists in believing that it will be completed, with one set of tracks, to the "Point of Rocks," by the end of the year 1831. A branch railway to the city of Frederick, it is also expected, will be finished within the same time.

Your memorialists further represent, that, from actual experiments made upon that portion of their road now, and during the last six months, in daily operation, as well as from experiments upon similar works in Europe, it has been fully demonstrated, that, by means of locomotive steam power, railways afford a more efficient, economical, and expeditious conveyance, both for passengers and merchandise, than any other mode hitherto discovered by human ingenuity.

Induced by these considerations, and believing that the requisite funds can be provided without interfering with the progress of the main line of their road to the Ohio river, your memorialists have decided to avail themselves of the privilege conferred by their charter, to construct a lateral or branch railway from some eligible point on the road now completed to the District of Columbia, adapted to the use of locomotive steam engines, by which they calculate that the distance between Washington and Baltimore may be safely passed *within two hours*, or even within less time, and at an expense greatly below the present cost.

A railway is now under construction across the peninsula between the Chesapeake and Delaware bays, which, when completed, will establish a communication between Baltimore and Philadelphia within nine or ten hours: the time of passage between Washington and Philadelphia will, therefore, aided by the work contemplated by your memorialists, then be reduced to less than twelve hours; and when the same mode of conveyance, now in contemplation between Philadelphia and New York, shall be established, that distance may be passed in eight hours more. The speed and facility of intercourse which will thus be attained, between the seat of the General Government and those three great commercial emporiums, cannot fail to be of the highest importance to the whole nation.

Your memorialists, therefore, request that they may be authorized by Congress to continue the proposed branch or lateral railway from the line of the District of Columbia to such point or points within the same as shall be found most eligible and convenient to the public, with the same privileges and powers as have been accorded to them by the concurrent acts of the States of Pennsylvania, Maryland and Virginia.

Signed on behalf of the board.

P. E. THOMAS,
Pres't B. & O. R. R. Comp'y.



SPECIAL MERIT ROLL

Philadelphia Division

On July 4, engine No. 4132, while placing train in yard at Wharton Street tunnel, Philadelphia, derailed N. Y. C. No. 68850 on account of defective brake, which also derailed S. A. L. No. 21379, the twenty-fifth and twenty-sixth cars from engine with forty-four cars in train.

Middle brakeman C. E. Rose, who was two or three cars ahead of derailed cars and unable to get signal to engineman or rear end of train because of a tunnel on the short curve, dropped down between the cars and parted air hose with his foot. This averted the tearing up of track and probably a good deal more damage.

While it is true that his action in this case was accompanied by considerable danger and would perhaps be considered contrary to the "Safety First" rules, there is no doubt but that his entire action was prompted by a desire to avoid serious damage, that he showed splendid judgment and courage, and, therefore, that a meritorious notation should be made on his personal record.

About 7.00 a. m., June 19, a drove of cattle approached Woodlyn grade crossing and J. J. Peoples, carpenter, Wilmington, Delaware, assisted the watchman in getting them over our right-of-way in safety and while doing this noticed an extra east approaching with a piece of lumber about midway in the train, projecting so that it would foul the westbound track. He immediately signalled the men in the caboose, pointed out the trouble and the train was stopped between Milmont and Woodlyn and the lumber made safe. He also immediately went to the agent at Woodlyn and asked him to warn the crew of the extra of the trouble, in case his signals were not understood.

Mr. Peoples' efforts in this connection undoubtedly averted serious trouble and a credit entry has been made on his record.

Our ballast weighmaster, G. C. Fisher, at Havre-de-Grace, has been doing some very good work for the Company in the way of gathering up coal found in the cars set out at that point for ballast loading. During the month of June he saved twenty-four tons, which, of course, decreased the cost of our ballast just that much.

A credit has been placed on Mr. Fisher's record.

While going over the track on speeder on July 9, signal repairman W. R. Cage discovered a dangerous condition on east track near Carrcroft, protected movement of trains in both directions and notified sectionmen. Proper credit entry will be placed on his record.



W. R. CAGE

On June 16, engineer Wm. Fitzgerald brought train No. 227 to a stop before reaching track that was covered with mud, which had been washed down by a very heavy rain.

He was thoroughly acquainted with the physical conditions and realized that the heavy rains made track conditions abnormal. Therefore, he handled his train under control. For his good judgment in this respect, he will have a credit mark placed on his record.

Baltimore Division

EDITOR EMPLOYES MAGAZINE,

Dear Sir:

On No. 525 yesterday, I was sitting on the observation platform when I heard a passenger make the remark: "You cannot sit out this way on some railroads." I asked: "Why can't you?" And he answered: "So many of them burn soft coal and it is so dirty."

I had been observing that fireman C. A. Straw was making an unusually clean run, and although I did not acquaint the man with the fact that we did burn soft coal, he was very much pleased, and when I got off he said: "I am coming this way again."

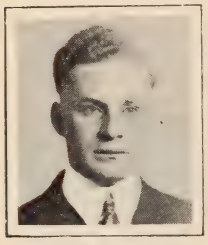
This shows how much good firemen can do to help business and how appreciative some people are, and I am sending a copy of this letter to the bureau of Employment and Discipline with request that they place a credit mark on the record of fireman Straw.

Yours truly,

P. C. Allen,

Superintendent.

On Saturday, July 24, a team of horses belonging to the American Ice Company took fright in the Washington, D. C., freight yard, and the driver, in an attempt to hold them, was thrown to the ground and so badly injured that his death took place shortly after the accident. The horses, however, continued their mad rush and would probably have caused further trouble had it not been for the presence of mind of yard delivery clerk A. J. Wall, who is as strong as he is agile. Mr. Wall jumped at the horses heads and by sheer strength and courage succeeded in finally bringing them to a standstill. It was a brave act and one worthy of commendation.



A. J. WALL

Cumberland Division

Engineer P. M. Lighe discovered defective condition on eastbound freight track on July 8 at three p. m. Mr. Lighe was going west on W.B. main, engine No. 4178, when he noticed rail and stopped to examine it. He notified Opequon Tower at once and the track was speedily repaired. But for Mr. Lighe's watchfulness the bad rail might have caused serious trouble.

Safety committeeman C. P. Arnold, yard brakeman at Cumberland, assisted an intoxicated woman from track at westbound hump, July 16. Also, on July 27, he found a drunken man asleep near track west of Virginia Lane and removed him to place of safety. This is good work on the part of Arnold and shows he is thinking of Safety First.

Division engineer Petri has his track foremen doing good work, as is indicated by the following: On July 4, foreman K. Swick removed two intoxicated men from the track at Sycamore to a place of safety. On June 1, foreman W. D. Hardy removed an intoxicated man and woman from track just ahead of No. 55, Hog Pen Grade, Cumberland. On July 4, foreman N. Greco assisted an intoxicated man from eastbound track at Potomac.

Twelve track foremen during the month of July notified ninety-seven persons of the danger of trespassing on our right-of-way, such as walking on tracks and over bridges. Quite a number of trespassers thank the foremen and promise to stay off tracks.

Signal helper E. V. Wolfe noticed an unsafe condition on car in train of extra east No. 4187 at Keyser, had train stopped and car set off at Rawlings, where repairs were made. Wolfe is to be commended for his watchfulness and good work in this particular case.

Special mention is due Martinsburg yard crew, composed of engineer S. Scanlon, fireman S. Wisner, conductor C. E. Orem and brakemen J. Rudy and J. Mongan for their watchfulness and prompt action when car in train of extra west No. 4170 derailed at Martinsburg at 6.50 p.m., June 29; yard engine blew for brakes and the conductor and two brakemen caught the train and stopped it, thereby possibly preventing a serious accident to this train, and also No. 18, which was due in a short time. This is good work and the men are highly commended.

Operator T. I. Welsh, at Blaser, observed unsafe condition about mail car in a passenger train during the first part of July. He took prompt action and corrected it, which shows that he is "on the job."

Operator W. A. Ditto, at Orleans Road, noticed air sticking on wheel in train of second No. 16, July 7; he notified dispatcher, who had Great Cacapon hold target on him and then let him go. The brake did not release on approval of air, and wheel was hot passing Great Cacapon; he stopped train at Sir Johns Run and brake was released. Good work on the part of Ditto; it shows he was on the alert.

Operator C. E. Otto, about 7.50 a. m., June 6, while walking to work, first trick at Rodemer, discovered defect in eastbound track near Bishops farm and stopped train, which approached shortly after his discovery. Proper repairs were made. Otto is to be commended for his watchfulness and prompt action.

Wheeling Division

On June 28 at 4.05 a. m. as train No. 88 was going through Littleton, conductor W. E. Hicks and engineer C. B. Harrington discovered roof on east water tank on fire. They stopped their train, went back, aroused those living nearby and notified operator. The dispatcher had trackmen called. They also stayed at the fire and did all they could to save the Company's property, conductor Hicks using short hose to keep fire from catching underneath tanks until he was relieved by trackmen. Conductor Hicks deserves special mention for this deed.

On June 30, brakeman M. E. Lee noticed switch points at agent's siding open a half inch and called supervisor's attention to the condition. Instead of backing out as is the custom, No. 72 pulled through siding, thus avoiding a possible derailment.



M. E. LEE

On July 10, brakeman J. G. Van Allen, sitting in coach of train No. 3, looked ahead and saw a child about two years old playing on track. He was in the act of pulling the emergency when he felt an application. Engineer Cummins had seen the child and was stopping. The train stopped without striking the child and the fireman went forward, picked it up and handed it to its frantic mother, who lived on the bank near the track. This occurred near west switch at Barrackville and had it not been for a slow order the child would undoubtedly have been killed. Brakeman Van Allen and the engine crew were quite shaken up by the occurrence.

Ohio River Division

On August 9, fireman E. E. Cole, train No. 714, fell off top of coal gate while approaching Sistersville water tank, slightly injuring his back, and incapacitating him from duty. No fireman was available at Sistersville and supervisor S. S. Johnson, who was riding engine, assisted Mr. Cole up into the cab, and fired the engine into Brooklyn Junction, a distance of ten miles. The train arrived at that point on time, there being no delay on account of injury to fireman. Another fireman was secured at Brooklyn Junction, and supervisor Johnson accompanied Mr. Cole to his home in Parkersburg.

Mr. Johnson has had very little experience as a fireman, and engineer Augustine states that he kept up plenty of steam. He should be commended for his interest and willingness in assisting in the handling of this train.

W. A. Burns, conductor on No. 92, during the severe storm on July 8, 1915, that destroyed wire communication, displayed superior judgment in making safe the movement of the following train, No. 110. At Pleasant Plain he left the operator written instructions that he would flag for No. 110 on reverse track to Midland City, thus reducing delay to minimum. His personal interest and efforts are commended.

A. J. Saunier, agent operator at Pleasant Plain, has been commended for meritorious service performed July 7, 1915.

C. Beebe, brakeman, has been commended for meritorious service performed August 7, 1915.

Cleveland Division

Brakeman R. D. Harrison is to be commended for discovering defective condition in track at Lorain, O., on August 24.

Conductor C. B. Campbell is to be commended for his watchfulness in discovering defective condition in track at Crystal Springs, O., on the morning of August 24. Mr. Campbell has been in the service of the Company for thirty-six years.

Engineer T. M. Sullivan is to be commended for discovering approach to train shed at Cleveland passenger station on fire on August 16, when he stopped his engine and put the fire out before serious damage occurred.

Brakeman W. R. Billingsley is to be commended for finding obstruction on track, June 27, and removing it before train passed.

A regular patron of the Company's passenger trains in eastern Ohio, who has traveled extensively in this country, told an official recently that conductor Mark Burris, of Bridgeport, who is employed between Bridgeport and Cleveland, is the most courteous railroad trainman he had ever met. Such endorsement is a great credit to conductor Burris as well as to the Company, which enjoys a wide reputation for courteous employes.

Engineer F. Bachtel is to be commended for discovering defective condition in track at coal chute, Warwick, Ohio, on August 2.

On August 4, V. C. Bannister, well driller, working at Belden, Ohio, discovered defective condition in main track at that point and promptly reported it to our supervisor, who made repairs.

Mr. Bannister has been written an appropriate letter by superintendent Lechlider.

Conductor P. F. Murphy, Lorain yard, is to be commended for finding obstruction near westbound main track, Lorain yard, August 25, and promptly clearing track.

Fireman J. E. Eckles, Lorain yard, is to be commended for discovering defective condition on car in yard train, August 20, and having same fixed promptly.

Engineer A. R. Singletary is to be commended for discovering obstruction alongside of track on August 4, and having it removed just before passenger train passed. Mr. Singletary has been in the service for thirty-seven years.

Newark Division

Conductor O'Connor, train No. 97, engine No. 4098, has been commended for his efforts to get train over the road on July 30. He was short a fireman twice on his run and jumped in and did his work, keeping up good steam. He was entirely unused to this kind of work, it was unusually warm and he was not dressed for the occasion. Therefore, meritorious entry has been placed to his credit for his action in this case.

On August 4, Robert C. Harry, night clerk, Mt. Vernon freight station, while on his way home found defective condition in track one and one-half miles west of Mt. Vernon, and promptly called operator at Mt. Vernon over Company's telephone and reported condition. He has been thanked for his prompt action, and the Discipline Bureau has made meritorious entry on his service record.

On July 15, yard conductor J. R. Hefley, while switching cut of cars in westbound yard, Newark, noticed that N. R. L. car No. 5580, loaded with coal, was defective. He promptly called attention of yardmaster to the condition, and car was cut out and placed on shop track for repairs. The watchfulness of conductor Hefley in this case is appreciated, and a meritorious entry has been made on his record.



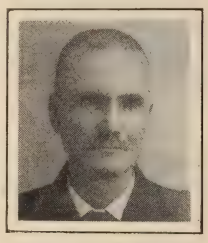
J. R. HEFLEY

Pittsburgh Division

J. V. Young, third trick operator at Liberty Avenue, has been commended for meritorious services rendered July 18.

Signal repairman J. P. Root has been given a letter of special commendation for services rendered July 9, at Ayers Hollow.

The accompanying picture is of flagman J. M. Conners, who has been commended for meritorious service, rendered at Rankin, Pa., July 12. Mr. Conners entered the service of the Company April 24, 1885, and from that date until January 30, 1891, worked on the Wheeling and Pittsburgh Divisions as brakeman and conductor. Owing to injuries he was on relief until October 11, 1891, when he resumed duty, being assigned to switches until April 12, 1899, when he started flagging on the Versailles Drag, in which position he is now employed.



J. M. CONNERS

New Castle Division

On August 2, brakeman R. P. Stevenson discovered a condition in his train which might have led to damage to freight equipment. His observance and prompt action in this case are appreciated by the division officials, and commendatory entry has been made on his record.

South Chicago

On Sunday, July 11, engineer J. H. Smith, in charge of local switching engine No. 2230, while passing stock yard train, engine No. 2365, on siding at South Chicago, observed a dangerous condition on the first car behind the tender. The car was promptly switched out by orders of terminal trainmaster Booth. Had it been permitted to run in this condition, it would possibly have caused an accident and for the prompt action in reporting the case, engineer Smith has been commended. Engineer Smith entered the service on October 1, 1899, as fireman, and was promoted to engineer on March 27, 1904.



J. H. SMITH

Indianapolis Division

J. H. Stark, agent at Hume, Illinois, has been commended for prompt action taken in handling and reporting a dangerous yard condition discovered by him while checking his yard recently. Agent Stark has been in the service of this Company since 1889 and has shown on many occasions that he is a wide-awake agent and a Company man all the time.

Rank of Divisions and Districts in Performance of Quick Dispatch Trains for June and May, 1915

DIVISION	RANK	
	June	May
Indiana	1	8
Illinois	2	2
Cleveland	3	1
Ohio	4	5
Cumberland, East End	5	3
Monongah	6	4
Connellsville	7	10
Toledo	8	6
Cumberland, West End	9	7
Indianapolis	10	15
Baltimore	11	14
Newark	12	11
Pittsburgh	13	9
Philadelphia	14	12
New Castle	15	16
Wheeling	16	17
Staten Island	17	13
Chicago	18	18
DISTRICTS.		
Baltimore and Ohio Southwestern	1	1
Main Line	2	2
Cincinnati, Hamilton and Dayton	3	3
Wheeling	4	6
Pittsburgh	5	5
Staten Island	6	4

Office of General Superintendent of Transportation
July 9th, 1915



MARTINSBURG SHOP THREE YEARS BEFORE THE CIVIL WAR

Note the class of heavy freight engine, then the pride of the railroad, and the peculiar shape of the "battle ship" coal hopper as compared with our modern style hopper. Communication between the conductor and engineer on freight trains in those days was carried on by means of the bell cord, which runs through the top of each coal car. The old style Lincoln high hat is very much in evidence.



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman*

Advisory Committee

A. Hunter Boyd, Law Department

J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

Baltimore & Ohio Building

Education for Employes

An educational institution which every year attracts a large number of Baltimore & Ohio employes is the Central Y. M. C. A. of Baltimore. Principally through its night classes it aids to increase the efficiency of the ambitious man, and to enable him to secure promotion and better salary. The chap who left school early to go to work and the college graduate alike can find in its program something to meet his needs.

The scope embraces nearly every subject. In fact the Y. M. C. A. has a complete educational system ranging from a grammar school to a college. It consists of six schools and many miscellaneous separate classes: a day school with business, elementary and preparatory courses, an employed boys' grammar school with all grades, a business school offering bookkeeping and stenographic courses, a technical school giving instructions in drafting, electricity, structural engineering, a preparatory school and a school of commerce and finance, authorized to grant degrees on the completion of one of the courses in accountancy, business administration, foreign trade, advertising, real estate or banking.

The policy of the association is a broad one. Its privileges are open to all men on equal terms. It seeks to give them physical and mental recreation at nominal cost. All its instructors are experts in the subject which they teach, many being local practitioners and some come from New York City each week for the purpose of instructing there.

All men need education. As soon as a man decides that he "knows it all," just so soon does he begin to deteriorate and die. No one can stand still; it is either growth or decay. Every man should double his capacity about every ten years, not only as means for advancement but to keep abreast of the times. Time, manners and methods change rapidly now-a-days; and the mill cannot grind with water that is past. Hence the increased emphasis on education and improved facilities for obtaining it. Benjamin Franklin said, "If a man empties his purse in his head, no one can take it from him. An investment in knowledge always pays the best interest."

Milk and Ice Fund

The Baltimore employes of the Baltimore and Ohio Railroad have organized a penny-a-day circle to help the babies, the sick and the aged of their city. Every member of the circle gives one cent a day to the Milk and Ice Fund, from which milk and ice are provided for those who cannot afford to buy it.

The Milk and Ice Fund is fostered by The Baltimore *Sun*, which apportions the money contributed between the Babies' Milk Fund Association and the Federated Charities, with the understanding that every cent must be spent for relief work among the city's dependent sufferers.

It was on July 15 that the work of organizing the Baltimore and Ohio Employes' Circle No. 7 began in the Central Building. B. Viehmeyer of the transportation department, and Miss Frieda Volz, of the auditor merchandise receipts' department, started the movement. Robert E. Ebert, of the auditor of merchandise receipts' department, was elected chairman of the circle by the employes, and the money collected in the several departments is turned over to him once a week.

Since the movement began, the circle has reached the point where it is contributing about $50.00 a week to the Milk and Ice Fund. It costs about $5.00 to provide milk and ice for a baby or a sick or aged adult for a period of three months. At this rate, ten babies or adults a week are being given proper nourishment by Baltimore and Ohio employes alone.

Several thousand babies and several hundred adults depend in whole or in part upon the Milk and Ice Fund. The principal work of the fund has been the saving of babies' lives. In the city of Baltimore as a whole, one baby in every eight dies before it is a year old. But of the babies cared for through the Milk and Ice Fund only one in every 25 dies.

The departments of the Baltimore and Ohio, that have joined this movement are as follows: Auditor of Merchandise Receipts, Car Service, Transportation, Auditor of Coal and Coke Receipts, Ticket Supply, Superintendent of Telegraph, Auditor of Passenger Receipts, "GO" Telegraph, Auditor of Disbursements, Auditor of Revenue, Freight Tariff, Printing, Riverside Shops, Local Freight, Relief, and Employes Magazine.

J. William Phipps, Jr., became secretary to our industrial agent, with headquarters at Pittsburgh, Pa., effective September 1.

This young man was with the stationer in Baltimore for some time, leaving him to accept a stenographic position in the traffic department. From that department he was transferred to the office of the captain of police at Pittsburgh as stenographer, and continued in that capacity until his recent promotion.

Passenger Department

To the Editor:

I am one of the bachelors to whom my friend, Mr. Groell, refers in "More Truth Than Poetry" which appeared in the August issue of the Employes Magazine. He seems to think I ought to view his position "with a good bit of envious green in my eye." Kindly let me use a little of your space to defend myself and other life termers.

Mister Bachelor, so lazy,
Truth to tell you're kind o' crazy
And you need some one to prod you
Make you go—go—go.

Some one who will say "Now, Willie,
Don't you be so slow and silly
But go out and grab some shekels,
Pile them in a row."

One to say "Your head is wooden
But I'll bake you lots of puddin',
Apple dumplings and such like things."
This would make you wed, by Joe.

Then you'd sally forth to conquer,
Grab your little horn and honk 'er,
Let the old world know you're in it
Don't you know—know—know.

E. S. Collins,
Passenger Department.

The Car Service Forum

Whys and Wherefores

by William Ruddell Mackin

If Frederick started Wheeling bricks
To Seymour buildings rise,
Would Locust Point the builders out?
Would Cumberland the prize?

If Benwood let Columbus fly
In Cleveland's aeroplane,
Would he sail around Mt. Braddock
Watching Akron to Lorain?

If the Keyser built New Castle,
Would he get a good Bay View?
Would a windstorm make Mt. Airy
And make Point Pleasant too?

If Brunswick's Shops are making tracks
To Relay Washington,
Would Darby climb up Forest Hill
To watch the Herring Run?

If Noah had built Newark
Just Toledo happy life,
Would Jessups Marietta
Or take Flora for his wife?

If Harper's Ferry lands at Storr's
And Carroll wants a ride,
Will Bradshaw buy a Dayton there
And drive by Riverside?

If Newton Falls, would Bennings try
To swim in Curtis Bay?
If Clifford's bed has Berkeley Springs,
Would that keep Holloway?

If Cameron ate an ice-cream Cone
And smoked a Piedmont, too,
Perhaps the Baltimore-Heigho
Would know just what to do.

Let the Taylor Twins do your work.

The apple colic days have come, the saddest of the year.

If a stogie's once begun, never leave it till its done,
For if you let it lie about, the stump may turn to sauer-kraut.
(Respectfully referred to the Society for the Prohibition of Cabbage Cigars.)

Lot's wife turned to salt but lots of our wives are inclined to get peppery.

Life is one grand sweet Neuberger!

Our girl is cutting her candy teeth.

(In compliance with President Wilson's proclamation of neutrality, kindly refrain from expressing any feeling of partisanship while reading the articles under this heading.)
A few things we would have torpedoed were we Rear Admiral of the Baltimore & Ohio Submarine Flotilla:-

Low necks.	The diurnal grouches.
The fresh air fanatics.	Flies.
Sneezes.	Liquid soap.

Peek-a-boo wearing apparel.
The rubber stamp plunderbund.

See Maryland First

The poet sings of sunny climes
Where Nature's works entrance;
Of Alpine peaks in Switzerland;
And verdure-valleyed France;
Of Ireland's lakes and castles old
Rich in historic glory;
Of Scotland's crags and England's glebes;
Of Greenland's wintry story;
Yet there's a spot where Beauty's cheek
Is fanned while zephyrs blow—
'Tis airy, fairy Maryland
Where black-eyed Susans grow.

Let wanton waters writhe and leap,
And round Old Earth entwine
With calm embrace or tempest grasp,
Reach oceanic brine;
Ye trepid rivers fraught with stealth
Sweep down from Nature's hills,
And gather force from mountain source,
Increase it from her rills;
Sublime ye be, from heights to sea,
Around you splendors glow—
Yet rare, more rare, is grandeur where
The black-eyed Susans grow.

On Harford's hills and Cecil's slopes
The rose and lilac bloom,
While Blue Ridge peaks and Eastern Shore
Inhale their sweet perfume;
Old Frederick's peach will ever vie
With fruit from Howard's vine,
While lofty oaks spread shelter all
Along the Old Main Line;
Ye bards may sing of temperate climes
Or lands of ice and snow,
But give me sunny Maryland
Where black-eyed Susans grow.

Have you a little black-eyed Susan in your home?

Accounting Department

Looking back over the development of Baltimore in a half century and recalling intimately its citizens of prominence in the public, business and railroad life of the city during war times, John F. Hayden, a member of the accounting department of the Baltimore & Ohio, on August 9, 1915, celebrated the fiftieth anniversary of his continuous employment by the Company.

Friends of the veteran railroad man, remembering the date of the anniversary, made the day the proudest of his business career when they decorated his desk with a bouquet of roses—a flower for each year with the road. And all day long officials and clerks of the present generation paid their respects to the nestor of the men in the Baltimore & Ohio Building and heard him tell how railroad affairs were administered by those who are now a part of the Company's history.

Mr. Hayden's proudest record is the completion of fifty years without once being late or absent, for he said that he started on time and has been that way during the years through which he has seen the fathers pass on and the sons succeed them on the Baltimore & Ohio.

It was like drawing a curtain for a glimpse of Maryland and the Old South to hear Mr. Hayden narrate the story of his early manhood, for he served with distinction in the Confederate army throughout the Civil War, was promoted for valor on the field of battle and was mustered out after General Lee's surrender at Appomattox.

Born October 9, 1841, Mr. Hayden enlisted in the Confederate army in July, 1861, following the battle of Manassas, and going to Richmond with a party of Marylanders, the Second Maryland Regiment Baltimore Light Artillery was formed and equipped by the city of Richmond. Later he was transferred to the cavalry and after serving for eighteen months under the command of General "Stonewall" Jackson the Marylanders became a part of General J. E. B. Stuart's command. The cavalry in which Mr. Hayden was enlisted took part in all of the engagements of the Army of Northern Virginia, including the two battles of Winchester, Antietam, Gettysburg and the seven days' siege of Richmond.

At the battle of Yellow Tavern, Va., Mr. Hayden was seriously wounded and was confined to the hospital for eight months.

At the close of the war he returned to Baltimore and was employed by the Baltimore &

Ohio in charge of the pay rolls of trainmen and of the rails used in the tracks, under John L. Wilson, master of road. He was later transferred to the general freight department under W. E. Dougherty, general freight agent, and C. E. Ways, assistant general freight agent.

The accounting department of the local railroad was organized as one of the first of such branches of railroad administration in the country. This was about 1880 and Mr. Hayden was selected with one other representative of the traffic department to take charge of its accounts under the new organization. Two representatives were similarly transferred from each branch of the railroad.

Mr. Hayden is now in charge of the cash receipts of all agents of the Baltimore & Ohio, who report under a daily system of accounting to headquarters.

Harry S. Phelps of the auditor of passenger receipts office was offered the nomination as candidate for the Maryland House of Delegates on the Democratic ticket, but after considering the matter carefully, declined. Mr. Phelps has served as clerk to Mayor Waters and the city council of Laurel, Md., for the past three years and has been a newspaper correspondent for several years. He is a son of Mr. Edward Phelps, who, for seven consecutive terms, was mayor of Laurel and who was responsible for a number of improvements in this little city during his tenure of office. Mr. Phelps' father was offered the nomination after his son had declined it, and accepted, although he would have preferred to see his son take it.

Where is Henry C. Elphinstone? Does any one know? To make a long story short, Elphinstone became a benedict the latter part of June, and in his letter of thanks and appreciation to his fellow clerks, he stated, following the usual passing around, "will be at home to friends after August 1st." As his fellow clerks are waiting patiently, and feel that the expected huge night is long overdue, we will ask the MAGAZINE to assist the boys in locating Elphinstone with a view to pushing the cause along.

If you stand in with "Lilly," the jitney girl, you can get seven trips for a quarter. For information, see Tom Littig.

Should anybody want to spend a pleasant evening "frogging," call upon Fatty Keen and Bishop Green.

You all know Chris Smith. He remarked the other day, "Gee I wished that blamed war was over." Realizing that he has been married for the last "ten" years, and can boast of kissing no one other than his wife, it appeals to him as being too much of the one thing. "War."

Police Department

Bulletins sent out by our publicity department state that our police department in many cities is making strenuous efforts to keep trespassers off our tracks. Captain Denton, in Baltimore, has sent to the Baltimore schools copies of the "Nevers for Children," which was published in the MAGAZINE more than a year ago and believes that this method of persuading children to keep away from our property will be very effective.

In Philadelphia and at other points on his division, particularly at Wilmington, captain Elphinstone has succeeded in enlisting the support of the newspapers in suppressing the nuisance.

This is one of the many fields in which all of the employes can lend active cooperation and it is hoped that we may soon see a marked reduction of trespassers on our line.

New York Terminal

Correspondent, S. W. NELSON, *Assistant to Cashier*, Pier 22

DIVISIONAL SAFETY COMMITTEE

WM. CORNELL.....Terminal Agent, Chairman
W. B. BIGGS.....Agent, Pier 22, N. R.
E. W. EVANS.....Agent, St, George, S. I.
J. J. BAYER.....Agent, 26th Street, N. R.
J. T. GORMAN.....Agent, Pier 21, E. R.
A. L. MICKELSEN.....Agent; Pier 7, N. R.
ALBERT OSWALD.....Foreman, Pier 22, N. R.
MICHAEL DEGNON.....Foreman, 26th Street, N. R.
W. D. RITTER.....Foreman, Pier 7, N. R.
EDW. SALISBURY.....Assistant Terminal Agent
JOHN JOHNS.....Master Carpenter
N. JOHNSON.....Clifton Shops
E. G. GLARK.....Tug Captain
EDW. SPARKS.....Marine Engineer
HENRY BULL.....Barge Captain
NIELS GADEBERG.....Barge Captain



CAPTAIN C. H. KEARNEY, WIFE AND CHILDREN ON TUG HUGH L. BOND, JR.

The annual outing of the Company employes at New York and St. George was held on Sunday, August 8th, at Duer's Grove, Whitestone Landing, Long Island. The management very kindly gave us the use without charge of the steam lighter Potomac, which left Pier 22, 9.30 a. m., arriving at Whitestone for a late breakfast. After eating, a very well played game of baseball was staged between Pier 22's

office force and a team composed of the tugboat men and some of the men from St. George. The game was won by Pier 22, the score being eight to three. Credit for the victory must be given to pitcher McKiernan and assistant terminal agent Bausmith, who played first base, and center fielder Joseph Burns, who came from Baltimore for the day. After the game, the remainder of the athletic program was completed, there being valuable prizes for the winners of the various running and jumping contests.



LEONARD MOSS
7 months old son of Sam Moss, Correction Clerk, Pier 22, N. Y.

After they had been finished the merrymakers proceeded to the dining room, where a sumptuous dinner was served.

The homeward journey was very pleasantly spent in dancing on the deck of the boat to the music of Mr. Winter's band, and selections were also rendered by Harry Casey, chief clerk of the westbound department at Pier 22.

Among those present were C. W. Tomlinson, general eastern freight agent; Mr. Martin, assistant treasurer and manager of the Baltimore & Ohio stores; W. Cornell, terminal agent; E. W. Evans, agent, St. George; F. L. Bausmith, assistant terminal agent, and about 150 of the employes of the lighterage department, office force and tugboat men.

Staten Island Rapid Transit Railway Company

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE.....Chairman, Assistant Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
C. M. DAVIS.....Secretary, Trainmaster's Clerk
W. B. REDGRAVE.....Engineer Maintenance of Way
J. S. SHEAFE.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
F. PETERSON.....Supervisor of Station Service
DR. F. DEREVERE.....Medical Examiner
W L. DRYDEN.....Signal Supervisor
E. ALLEY.....Track Supervisor
J. B. SHARP.....Coal Agent
J. JOHNS.....Master Carpenter
J. A. CAMPBELL.....Captain of Police
J. A. LARKIN.....Chief Train Dispatcher
D. BUCKLEY.....Passenger Engineer
T. MAY.....Fireman
M. W. MCGARVEY.....Freight Conductor
F. J. BANKS.....Freight Trainman
JOHN GAY.....Yard Conductor
M. ALLEN.....Foreman
W. L. ATCHESON.....Carpenter Foreman
H. ERWOOD.....Carpenter
M. MANCUSI.....Section Foreman
H. SMITH.....Shop Foreman
P. GARRITY.....Car Inspector
J. TRAINOR.....Car Repairman
E. L. HAND.....Freight Agent
E. DECKER.....Freight Agent
E. W. EVANS.....Terminal Agent



ST. GEORGE, FREIGHT YARD

Conductor Hugh Morrow spent a pleasant vacation visiting Niagara Falls and other points of interest.

Clarence Davis, chief clerk to trainmaster, spent a delightful vacation by making a trip from New York to Baltimore, thence to Portland via steamer, stopping off in the northern part of Maine and motoring from Maine to New York.

Sunday, July 18, was a record day for the S. I. Lines, 445 trains were run and 73,800 passengers carried without an accident of any kind.

The outlook for a busy winter in the coal and merchandise freight is very good.

All the boys were glad to see general superintendent Clark back on the property after several weeks illness.

Engineer Ralph Saunders and wife spent a very pleasant vacation at South Shaftsbury, Vermont.

Harry Lawrence, draughtsman, and family, have returned from a pleasant vacation spent at Newport, R. I. "Harry" is now making week-end trips to Middletown, N. Y., to visit his folks.

Ben Levy, clerk in storeroom, spent his vacation in Montreal and other points in Canada. "Ben" says that he nearly joined the army.

Fred Rickhow, foreman painter, with his wife and daughter, spent their vacation at Goodrich, North Dakota.



A VIEW OF ST. GEORGE TERMINAL

Conductor Dan Hayes made a trip to Detroit, Mich. On his way back he visited Chicago, going through the lakes to Buffalo and stopping at Niagara Falls.

J. T. Furman, timekeeper in the maintenance of way department, and Fred Nodocker, of the lighterage department, made a trip over the System. The report is that the Staten Island Lines look pretty fine.

D. A. Riley, draughtsman, spent his vacation with his parents at Athens, Ohio, also visiting other points of interest on the System.

E. Alley, track supervisor, is visiting his family at Moundsville, W. Va.

Good progress is reported on the repairs to Transfer Bridge No. 1 at St. George.

Work has been commenced on the new passenger station at Grant-City on our lines.

The new siding for G. W. Allen at Grasmere has been completed and put into service.

Joseph McDonald, signal repairman, spent his vacation with his parents in Baltimore.

W. L. Dryden, signal supervisor, with his wife and daughter, spent a recent week-end at Atlantic City, N. J.

"Bunt" Denyse, chief clerk in coal pier office, says that he made one of the biggest trips ever in two weeks. He visited Niagara Falls, Buffalo, Toronto, Rochester and other cities in the northern part of New York and in Canada.

Wm. Yerks, secretary to vice-president C. C. F. Bent, spent a pleasant vacation at Lake George and in the surrounding country.

The Staten Island people at Clifton hope to prepare for the MAGAZINE a comprehensive article on the educational work now being done among our employes in cooperation with the New York Board of Education.



LOCOMOTIVE No. 17

Engineer P. CARROLL, on ground; Fireman AUGUST J. NICKEL, on pilot beam



SOME OF OUR CLIFTON SHOP MEN AT CONEY ISLAND

Top row: JAMES RYAN, BOB O'CONNOR, F. RITTERHOFF JOS. GALLAGHER. Bottom row: JOS. WOODLAND, WM. WHELIHAN and "DICK" SMILES

Philadelphia Division

Correspondent, J. C. RICHARDSON, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

S. T. CANTRELL.....Superintendent, Chairman
W. T. R HODDINOTT.....Trainmaster
F. G. HOSKINS.....Division Engineer
J. KIRKPATRICK.....Master Mechanic
J. E. SENTMAN.....Road Foreman of Engines
F. H. LAMB.....Division Claim Agent
T. B. FRANKLIN.....Terminal Agent
DR. C. W. PENCE.....Medical Examiner
GEORGE RULE.....Freight Engineer
C. C. HILE.....Freight Fireman
SHELLY LARKINS.....Road Conductor
OTTO PISCHKE.....Yard Brakeman
W. B. DAUER.....Boilermaker
J. M. KAVANAUGH.....Car Repairman
R. C. ACTION.....Secretary to Superintendent, Secretary

Miss Anna R. Dixon, Agent, Kiamensi, Del., who has been on the sick list for the past several months, is slowly regaining her health.

H. M. Balthis, side-wire operator, "DI," is at his home in Strasburg recuperating. During his absence, Miss Grace Mulhern, formerly clerk in terminal agent's office, is filling the position.

George W. Coyle, locomotive engineer, Philadelphia Division, has taken out patents for a motor mechanism for reversing fluid-operated engines. Here's luck, George.

John Connor, for many years agent at Wooddale, Del., now warehouseman at Newark, Del., drew the $50.00 gold prize in the Veterans' drawing in July for benefit of floral fund. John, this will come in well on your trip to the Panama Exposition.

H. S. Moser, formerly traveling storekeeper, has been appointed storekeeper at East Side, Philadelphia, vice W. J. Dunlop, transferred.

On July 4, Independence day, there was born in Philadelphia to H. B. Voorhees, our former superintendent, now general superin-

tendent, Cincinnati, Hamilton & Dayton Railway, and wife, a son. Many congratulations!

On July 22, a meeting of yard and trainmen was held in terminal trainmaster's office, East Side, and various matters of interest were discussed. A number of employes and officials were present, but not as good a turnout as was expected on account of the heavy rain storm. Another meeting is to be held soon, when a larger attendance is anticipated.



1—Conductor Howard Tomlinson; 2—Brakeman H. P. Dugan; 3—Brakeman Larry Gattins; 4—Engineman Chas. E. Webb. These four men have been in the Company's service an aggregate of 135 years

Baltimore Division

Correspondent, J. B. Moriarty, *Superintendent's Office*, Camden

DIVISIONAL SAFETY COMMITTEE

P. C. Allen.....Chairman
J. P. Kavanagh.....Vice-Chairman
T. E. Stacy.....Secretary Y. M. C. A., Riverside
E. K. Smith.....Secretary Y. M. C. A., Brunswick
G. H. Winslow..Secretary Y. M. C. A., The Wash. Term.Co.

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester, Va.

Claim Department

R. B. Banks.....Division Claim Agent, Central Building

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Camden
E. C. Shipley.....Road Foreman of Engines, Riverside
H. F. Howser..Road Foreman of Engines, Harrisonburg, Va.
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington, D. C.
W. E. Shannon.....Transfer Agent, Brunswick
A. M. Kinstendorff.....Agent, Camden
F. J. Breidenback.....Mt. Clare Junction
C. G. Bastian.....Freight Conductor, Riverside
A. W. Ecker.....Freight Conductor, Riverside
R. M. Bowman.....Freight Fireman, Riverside

Maintenance of Way Department

H. M. Church.....Division Engineer, Camden
C. A. Thompson.....Signal Supervisor, Camden
E. E. Peddicord.....General Foreman, Locust Point
G. A. Norris.....Water Station Foreman, Mt. Clare
L. C. Bowers.....Supervisor, Washington Junction
E. D. Calvert.....Supervisor, Winchester, Va.
B. J. Doniecki.....Track Foreman, Camden
N. M. Atkinson.....Track Foreman, Camden
J. M. Leakin.....Bridge Inspector
J. J. Parsons.....Janitor, Camden

Motive Power Department

Line of Road

A. K. Galloway.....Acting Master Mechanic, Riverside
Wm. Battenhouse.....General Car Foreman, Riverside
E. B. Cox.....Car Foreman, Locust Point
M. E. Akers.....Car Foreman, Brunswick
V. A. Bailey.....Car Inspector, Curtis Bay
T. M. O'Leary.....Car Foreman, Washington, D. C.
S. H. Rollison.....Carpenter, Riverside
H. F. Anderson.....Car Inspector, Camden

At the maintenance of way meeting at Riverside on July 22, the ladies' entertainment committee showed such splendid hospitality to the section foremen and others present, that a collection was taken up and given to the ladies with the request that they use it for a little excursion of their own. As a result, a couple of weeks later the several hostesses at this meeting went to one of the suburban resorts near Baltimore and had a fine day's outing.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary* Y. M. C. A.

Among the recent additions to our membership is that of Charles G. Flaharty, an old and trusted employe of the railroad. Mr. Flaharty has been in the service of the Baltimore & Ohio for thirty-five years, and is a prominent member of the Veteran Employes' Association. He was chairman of the committee of arrangements for the recent outing of the Veterans' Association at Berkeley Springs, W. Va. His acquaintance with this association dates back several years. He made the association his headquarters while engaged in looking after the interests of railroad men who ran trains into this city at the time of the inauguration of President Wil-



CHARLES G. FLAHARTY

son. During the inaugural period Mr. Flaharty was stricken with typhoid fever. As soon as possible he was removed to his home in Baltimore, where a speedy recovery was effected.

For a number of years Mr. Flaharty had charge of train crews at inauguration time, and he has won a fine reputation for his ability to do this work efficiently. We are glad to welcome Mr. Flaharty as a member, and hope that we will be able to render him as much service and help as we are sure he is willing to give us.

A great deal of interest has been shown this summer in the Morning Baseball League. This league was the outgrowth of a request made by men about the Terminal station, who work at night, for baseball. The league consists of four teams: one from baggage department, car department, shops and transportation department, respectively. A schedule of twenty-four games was arranged, beginning May 29. This series was won by the shops team. As this series was completed on July 15, and the men desired to extend the schedule, it was arranged that a second series of twelve games be played, and the winners of each series to play a third series of games for the championship. The baggage department won the second series and is now playing off the championship series with the shops. Each of the members of the winning team in this series will receive an individual medal or cup as an award.

Brakemen W. E. Dixon and B. H. Miller, of the Baltimore Division, acquitted themselves well on the transportation department team. Dixon played at first base, while Miller covered right field. Both men played their positions well and hit the ball consistently.

The Evening Baseball League also had a successful season. A schedule of forty-eight games was played off between four teams, namely: Union station, car department, general office and auditors. General office won the pennant and entered the post-season series for the District championship.

T. M. Thompson, of the superintendent's office, made a trip recently through the northwest, spending several days in Chicago. While there he viewed the ill-fated "Eastland," the overturning of which caused the death of nearly 1,000 persons. He also witnessed the test made by the United States Government of another large steamer to determine whether or not this boat was of such construction as safely to carry the excursionists desiring to use it. After leaving Chicago he met friends, and with them made a pleasant automobile journey through parts of Iowa and South Dakota. He likes the west, but still considers Washington the best place in which to live.

Paul Browne, who has been ill for several weeks, is back at his duties in the battery plant, and his friends are glad to see him in his accustomed place.

An exciting tennis tournament is being held by the members. Walter Nold, of Potomac Yard, is leading at present.

A members' athletic field meet will be held Saturday afternoon, October 9. Fifteen events will be contested, namely, 100 yard dash, standing broad jump, throwing shot backward, bunt and run to base, throwing baseball for distance, 220 yard dash, running high jump, throwing baseball for accuracy, 440 yard run, serving tennis ball for accuracy, running bases against time, fungo hitting, running broad jump, putting shot and one mile relay race. A committee representing the different departments of railroad service are making the necessary arrangements.

The plaza in front of Union Station will be enlarged and beautified by the addition of ground between California and D Streets, northeast. The houses in that section have been razed, and teams are busy filling and grading the property. When completed the approach to Union Station will be one of the most attractive in the country.

Among the new books recently added to the library is a very instructive small volume entitled "The Heart of Blackstone." It gives "the principles of common law put into simple, living language, to the end that it may appeal to the average person and create a new respect for law as such. The author is a lecturer on parliamentary law, and the book is at once orderly, logical, attractive and easily understood."

On a ten days' motorcycle trip is the way L. W. Harris, electrician, spent his vacation this summer.

Ross E. Wollett, who for a number of years has been a member of the committee of management of this association and machinist at the Washington Terminal shops, passed away after a lingering illness. He was greatly interested in the work of the association and active on a number of committees. Last season he managed the shop team in the Terminal R. R. Y. M. C. A. baseball league, and was helpful in promoting athletic sports. He was also a member of the Metropolitan Baptist church and found there whenever opportunity offered. The sympathy of the entire membership is with the bereaved family.

Washington, D. C., Freight Station

Correspondent, W. H. Whiting, *Chief Clerk*, Washington, D. C.

"What's in a Name"

Some of the boys recently conceived the idea of starting something original and tried to get up a Fox Huhn (t). But upon looking around it was discovered that the only real sport among them was a Fisher (man), so they started off to try to catch some fish. All they could land, however, was one small thin Whiting and one lean White fish. As there were quite a number of them in the party they decided to look for

something more substantial in the way of food, so they wandered up to the Peak of a mountain and, looking over the Ridge (ley), found themselves against a strong Wall surrounding a house. Fortunately there was a door in the wall which opened into a large dining room, and they found that the Witt of the party had procured the services of a Miller and a Grinder, and prepared what he thought would be a joke on the others in the shape of a large oyster Fry. The joke, however, was on the other side, for when they were through, there was nothing left for the cook.

Someone suggested the possible need of a spiritual adviser for the party, so they took with them an Abbott, who presided at the feast with all the dignity that his high office called for.

When the time came to return home they found that their Carr had broken down and its Power was gone, and they were obliged to scramble down the mountain the best way they could. Being a Hardy crowd, however, they did not mind that very much, although some of them sustained damages to their clothes. Fortunately they had a Taylor with them who quickly repaired the "breeches."

They arrived home tired but well satisfied, and congratulated each other that notwithstanding their adventures they were Still-well enough to talk about them, and look forward to another such trip.

The boys at this station are availing themselves of an arrangement that has been in effect for some years, whereby each clerk whose term of service warrants it, can take a few days' rest, the others agreeing to take care of the work of the absent ones. This rest is very beneficial in every way, as it sends all who can enjoy it back to their desks with renewed energy to take up the work of the coming busy fall and winter seasons.

Car service clerk J. C. White spent his vacation at his home in Laurel, Md., and enjoyed to the fullest extent the bright sunshine of that pleasant little town.

Utility clerk Marion Lynn journeyed as far as Haymarket, Va., but returned to Washington after a day or two in order to enjoy the swimming baths in the city.

Assistant cash clerk I. E. Catterton thought that Pindell, Md., was an ideal spot for rest for a few days, and came back full of vigor and prepared to pass out freight bills during the coming months to all who have the necessary cash.

Cash clerk C. E. Warfield spent his vacation with his mother and sister at Woodstock, Va. Charlie's description of the beauties of the Shenandoah Valley made some of the boys wish the Company would run more trains in that direction on Sundays.

Manifest clerk W. L. Santman had two places in view when he started on his annual trip. His first stop was Hagerstown, Md. Lee spent the fourth of July in that town, and is there again. Evidently there is a powerful magnet in the Cumberland Valley. From Hagerstown he went to Deer Park to visit his father, who is agent at that station. All who know him are pleased to learn that the mountain air at Deer Park has improved the health of Mr. Santman, Sr., and hope that later on he will return to the Georgetown agency completely recovered.

Richmond, Va., is the natural mecca of some of our southern friends, and yard delivery clerk S. E. Hardy has taken his wife to visit the historic old Virginia capital.

Chief clerk W. L. Whiting spent a Sunday with his wife at Frederick, Md., recently, taking the trolley ride to Braddock Heights. They returned with their lungs full of the ozone of the mountains.

Cashier W. Y. Stillwell recently spent a week end at Hancock, Md., enjoying the fine fishing there. He reports that they were biting freely, and recommends that all who enjoy the sport, visit that pleasant spot.

Claim clerk J. T. Carr is a great friend of all dumb animals, and it was a pleasure to watch our two office cats as they looked for him every morning coming to the office, knowing well that there was some "tidbit" in Jess's pocket for the "kitties." Unfortunately one of his pets died recently.

Virgil Poling, who for a time was connected with the freight claim department in Baltimore, has been transferred to this station as O. S. and D. clerk. We extend to Mr. Poling a hearty welcome.

Louis Malone, who left us in June for other fields of industry, has returned to the fold and is again employed here as assistant O. S. and D. clerk. Louis says it feels like coming back to old friends again.

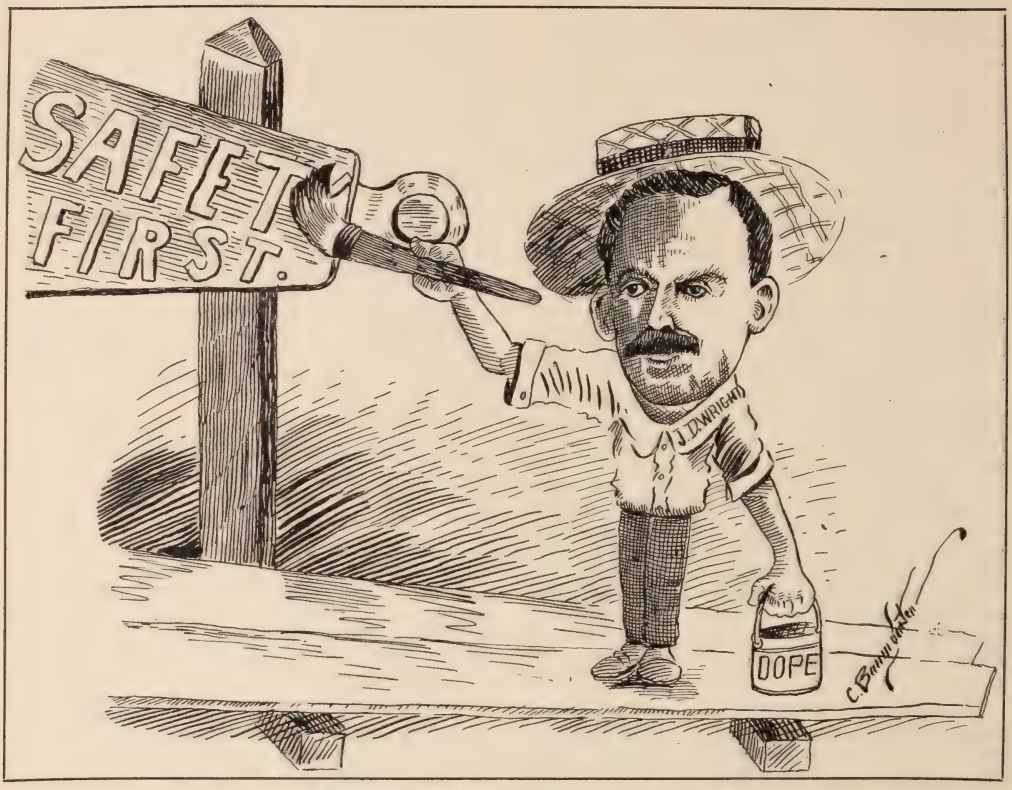
Through the untiring efforts of our freight agent, D. M. Fisher, we possess the best facilities at this station for handling automobiles that can be found anywhere. The result is that at all times our platform presents the pleasing sight of holding from five to fifty automobiles of every make known to the trade, from the stately Packard to the ubiquitous Ford. The dealers in this city are loud in their praises of agent Fisher's interest in their cars, and have come to the conclusion that the Baltimore & Ohio is the "Automobile Line."

Mount Clare Shops

Correspondent, S. E. Forwood, *Secretary to Superintendent*

DIVISIONAL SAFETY COMMITTEE

P. Conniff ..... Superintendent Shops, Chairman
H. A. Beaumont ..... General Foreman, Sub-Chairman, in charge of Car Department
W. G. Brown ..... Inspector, Erecting and No. 3 Machine
Paul Elder ..... Machinist Erecting Shop
J. P. Reinardt ..... Fire Marshall, Axle and Blacksmith and Power Plant



CARTOONIST BAUMGARTEN'S CONCEPTION OF J. D. WRIGHT

Who, in addition to being an excellent foreman of the paint shop, and a hard worker for "Safety First," has been directing the Baltimore & Ohio Glee Club during the summer

WALTER GRAVES.....Material, Boiler Shop
W. B. MAYNARD.....Molder, Brass and Iron Foundries
R. LITCHFIELD.....Machinist, Nos. 1 and 2 Machine
W. D. LENDERKING..Pipe Fitter, Pipe, Tin, Tender and Tender Paint
CHAS. J. LEHMEN.....Clerk, Printing Department
E. E. HANEKAMP.....Clerk, Freight Car Repair Track and Middle Yard Repair Track
J. W. SMITH..Car Builder, Passenger Car Erecting and Paint
L. BEAUMONT....Shop Carpenter, Cabinet Shop and Saw Mill

Paint Shop

C. E. Gibbs has returned from his vacation. He took the trip to Boston by boat with his family and claims that he ate every meal.

Charles Emmart, who has charge of the paint vault, and who has been sick, seems to be steadily improving. Here's hoping you will be with us soon, Charlie.

Arthur M. Lapp has returned to the office after a week in and around Boston with short stops at Albany and New York.

The passenger car shop has organized a quartette. The boys don't want their names in the MAGAZINE yet, but are of the opinion they will make the Glee Club "sit up and take notice."

N. B.—The president of the Glee Club asked the Editor to say that the members of the club will be glad to "sit up and take notice" of any quartette on the System. "Get in the swim," says he, "join the Glee Club."

Stores Department

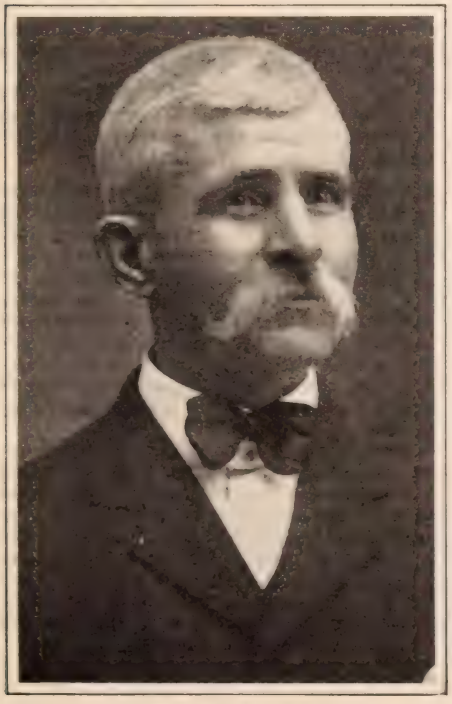
The clerks in this office are at present taking their annual vacations and the picture on page 85 is a good representation of their tastes. Our German citizen Peter summered at Atlantic City, the conception being that of cartoonist E. G. Benner of this office.

The following changes have been made since the last issue of the EMPLOYES MAGAZINE. P. M. Evans takes A. L. Miller's position on account of the latter being transferred to the motive power department. Robert D. Haase, who was clerk at the casting platform, has been appointed to the position vacated by Mr. Evans. Noah Lawson has been appointed clerk in this office on account of transfer of Rollins Miller to the motive power department. M. Burch has been appointed supply train conductor in place of N. S. Moser, appointed storekeeper at East Side.

It is with great regret that we have learned of the death of former scrap yard foreman, Walter W. Mattingly, at Prescott, Arizona, early in August. Mr. Mattingly had been in the service of the Company since 1904. "Matt" was liked by all who knew him, when he left Mt. Clare for the west for his health. He was loyal to the Company and always performed his duties in a thorough and most satisfactory way. He leaves a widow and all Mt. Clare employes extend to her their sympathy.

W. G. Brown, incoming locomotive inspector and material man, shows in a report for July how important it is to watch our locomotive scrap credits. Surely the saving of $2,948.92 for one month ought to merit an electric fan in his private office. At present "Billy" is on his vacation in the Blue Ridge Mountains of Virginia recuperating from his arduous labors. Mr. Brown has been in the service of the Company for forty-four years.

The accompanying photograph is of Wm. A. Carroll, who has seen over forty years' service in one shop. He entered the smith shop in 1874 when only sixteen years old, was one of the first to join the relief feature and has never been out of it. He has never lost a day or been late at roll-call on his own account for twenty-one years. With one exception there is not a man working in the shop now out of the 600 on the roll when he entered. He will soon be sixty years old, and has returned from a two weeks' vacation in Toronto.



WM. A. CARROLL



The magnet of the one-piece bathing suit drew S. Kawolski and B. C. Dearing, flue welders, Mt. Clare, to Coney Island for a few days' sightseeing.

Friend Billy had a flivver,
Which tried to climb a pole.
It cost him over seventy bucks
To patch the little hole.
Now Billy's very careful,
He runs her like she's gold,
It hurt to fork out all that dough,
Now he's not quite so bold.

We hope "Roundy" Galloway will have good luck in his fish business while away on vacation. His pal H. C. Burke will be able to assist on account of the recent acquisition of a "jitney."

It has been noted that captain G. B. Rice, the man of many jobs (night superintendent shops, doctor, general foreman, chief clerk, timekeeper, material trouble man, etc.) has been getting a number of foreign line passes lately. "Cap" must be going to get "some" vacation.

In the accompanying photograph we take pleasure in introducing to our readers the future superintendent of shops or general piecework inspector (it has not as yet been fully decided which) Robinson J. Binau, Jr. Junior is the real son of his dad, and his dad is some goer; he was appointed assistant general piecework inspector last October, and in August, 1915, was again promoted to the position of gang foreman in No. 1 machine shop in charge



ROBINSON J. BINAU, JR.

of locomotive wheel work, vice W. R. Earle, transferred. If dad keeps on going and Junior follows in his footsteps, we feel safe in saying that the future history of the Binau family will make very interesting reading. Our best wishes to you Junior, and may your dad never be a handicap to your future progress.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

DIVISIONAL SAFETY COMMITTEE

M. H. CAHILL.....Superintendent, Chairman
W. TRAPNELL.....Assistant Superintendent
J. W. DENEEN.....Trainmaster
P. PETRI.....Division Engineer
T. R. STEWART.....Master Mechanic
L. J. WILMOTH.....Road Foreman of Engines
DR. J. A. DOERNER.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. S. HARIG.....Claim Agent
W. E. YARNELL.....Assistant Trainmaster
E. DWIGGINS.....Freight Engineer
D. L. CLAYTON.....Freight Fireman
W. J. CATHERS.....Freight Conductor
C. P. ARNOLD.....Yard Brakeman
S. H. STORER.....Machinist
C. W. ROBINSON.....Car Inspector
T. R. REES.....Secretary to Superintendent

When a superintendent is promoted or transferred from one division to another, there is a general inclination on the part of employes, especially the office forces, to display a certain amount of curiosity in an effort to learn who will be the new superintendent.

When it became known about the first of the year that the late C. L. French was coming to Cumberland Division as superintendent, this information met with the approval of everybody on the division. We feel his loss deeply, and what division would not keenly feel the loss of a man who it is felt was as perfect as it was possible for man to become?

M. H. Cahill comes to us well heralded and with a good batting average, according to the hits he made on other divisions, and since he has signed up with Cumberland Division, there is no reason why his average cannot be maintained. Each and every one of us is going to give him loyal support in the game.

On August 5, G. A. McGinn, chief clerk to superintendent, was taken to Alleghany Hospital, where he underwent a successful operation for appendicitis. Here's hoping he will soon be with us again.

G. F. Saum, assistant engineer, with headquarters at Cumberland, has been transferred to Baltimore Division. We were all sorry to lose him, but it is a broader field and just the thing for George.

C. Q. Burgess, of Garrett, Ind., has been transferred to Cumberland Division as fuel clerk.

J. C. McCarthy has been appointed captain of police of Cumberland Division in place of H. T. Thomas, who resigned to accept a position with the New England Steamship Co. of New York. Mr. McCarthy was formerly with the Long Island R. R.

Assistant trainmaster Gearhart has been asked to look after the entire fruit business on the Cumberland Division, and there is no doubt about his being the man for the job. He handled it in a most creditable manner last season. Expectations for peach crop this year are for from 2,500 to 3,000 cars.

Assistant superintendent Trapnell is with us after a vacation for his health. He is getting back into good shape again.

Automatic signals are being installed between Engle and Weverton, and improvements will be made in the towers at Harper's Ferry and Engle.

H. W. Grenoble, our chief train dispatcher, is now in the hospital at Baltimore. Here's hoping he will soon be back with us and bring good health with him.

At the regular meeting of Potomac Lodge, No. 497, Brotherhood of Railroad Trainmen, on July 19, 1915, resolutions on the death of Chester Lee French, late superintendent of the Cumberland Division, were adopted. The expressions of regret for Mr. French's death were very beautiful and add one more to the many appropriate tributes which have been paid to his life and character.

The resolutions were spread upon the minutes of the meeting of the lodge and copies were sent to the family of the deceased and to the EMPLOYES MAGAZINE.

Cumberland shops are now doing more work in the line of classified repairs to locomotives than has been done for years. During July, eighteen classified repairs were turned out of shops, and in the month of August it was planned to get out twenty-two. Considering the fact that Cumberland is one of the heaviest dispatching points on the System and consequently that the running repairs are heavy, it is felt that the output of class repairs is good. As a matter of fact, it is far above the average in the past.

Considerable has been accomplished lately in the matter of reduction in expenses, by the method of pouring brass liners on piston heads which have been worn down too small for the cylinders; also by the welding of cutting edges made from high speed steel on to low carbon steel bases, thereby making a lathe or planer tool as effective as those made entirely of high speed tool steel and at less than one-third the cost, labor and material included.

There has also been installed a machine in which fuel oil is used in lighting off engines. The grates are first covered with coal and then

the burner is placed in the fire box; this burner is fed by crude oil and air from a tank which is mounted on small truck wheels and taken about the house. It is only necessary to keep the burner on from two to three minutes per engine, when the coal is burning sufficiently to allow the removal of the burner and the mechanical blower does the rest. Considerable has been saved over the old method of using wood or shavings.

We are glad to announce to our readers that T. F. Perkinson, who has been our assistant master mechanic at Keyser, has merited the promotion to master mechanic at Grafton, filling the vacancy made by resignation of M. H. Oakes, who goes to the T. & P. at Marshall, Texas. Mr. Perkinson came to us from the D. & H., a stranger, but soon became one of us and has made many friends in this territory. We are sorry to lose him, but glad to see him advance.

H. L. Fleming, night foreman at Cumberland, has been promoted to the position of general foreman at Glenwood, Pa. Mr. Fleming is a live wire in the engine house and we have no doubt but that he will make a mark for himself at Glenwood.

C. F. Sisler, machine shop foreman at Cumberland, has been transferred to the position of general foreman at Keyser. Mr. Sisler is a young man of much ability and we wish him the greatest of success in his new position.

A new icing platform has recently been constructed in the eastbound yard at Cumberland for the purpose of icing cars. The immediate need of it was on account of the heavy movement of peaches which the Cumberland Division is getting this year, but it will also be used in connection with the icing of through Q. D. cars eastbound. This work had formerly been done in the westbound yard and those of our employes who are familiar with the operations of Cumberland yard will readily see the benefit that will be derived from the new platform.

The peach movement this year is the heaviest that has ever been known in this territory and special trains are being operated over the Green Spring and Petersburg branch to take care of the traffic. Assistant trainmaster C. M. Gearhart is in charge of this special movement on the branch and he is having his hands full, taking care of it.

The accompanying photograph shows the Company Y. M. C. A. baseball team of Cumberland, Md. Reading from left to right; standing, are:

C. P. Kalbaugh, manager; J. P. Willard, c.; T. L. Sisler, p.; F. D. Yarnall, sub.; T. W. Gray, 1st b.; B. A. Weber, p.; F. O. Garlitz, sub.; J. R. Beck, p.; R. Reynolds, r. f.; C. P. Clark, sub.; J. G. Deffibaugh, assistant manager.

Sitting: L. T. Burke, c.; W. H. Ream, sub.; F. X. Spearman, l. f.; J. Butts, 2nd b.; D. Kirby, 3rd b.; O. J. Brady, s. s.; last but not least, Allan Kalbaugh, mascot.

This team has been successful in the majority of its games this season and counts among its defeated contestants, the Connellsville and Philadelphia teams of the Company. In the latter game, Beck pitched great ball, allowing not a single hit and in this he was supported by an errorless game all the way through.

All the members of the team are employes, except Master Allan Kalbaugh, and he hopes to belong to the Company fraternity some day.

Manager Kalbaugh, M. P. timekeeper, Cumberland, would be pleased to hear from any other teams in regard to a Saturday afternoon game.



COMPANY Y. M. C. A. BASEBALL TEAM OF CUMBERLAND

R. G. Allemong, assistant secretary of our railroad Y. M. C. A., accompanied by his wife, enjoyed a two weeks' vacation in various cities in the east.

As a result of a most able address by Thomas Stewart, master mechanic, to the employes of the Baltimore and Ohio shops, over one hundred and fifty men have joined the Y. M. C. A. Mr. Stewart, who is known to every employe on the division, is chairman of the committee of management, and has shown what a man who is interested can do to help the good work along. In his address, Mr. Stewart pointed out to the men the many advantages and privileges of membership in the Y. M. C. A. His address was full of witticisms, and "caught on" splendidly. Many of the men who have joined are enthusiastic over the benefits they are getting at the association. The committee of management hope that all employes of this division will identify themselves with the association.

An outing of our employes, under the auspices of the Y. M. C. A.. was held at Mountain Lake Park. Addresses, athletics, and baseball games made up the program of the day.

The Cumberland Division employes welcome to their midst, their new superintendent, Mr. Cahill, and they bespeak for him a most prosperous and successful administration. His splendid reputation and record had reached us before he arrived. He will find the Cumberland boys all loyal fellows.

The railroad men running into Cumberland, and many of the shop men are enjoying the new tennis court at the Y. M. C. A.

We were glad to welcome to our building once more, our old friend, engineer Dodson, of the Connellsville Division, who has been sick for several weeks. We missed his smiling countenance, and his kindly criticism of our tough steaks and bean soup.

Engineer Hallam, one of the finest of sports, spent a couple of days fishing last week. He said he would have got some fine bass if the water had not been so muddy. There is an old saying that there are just as good fish in the sea as have ever come out of it, and Mr. Hallam's statement proves this.

Tom Rees, the popular secretary of the superintendent, is a champion tennis player. He and his side partner, Sam Usher, challenged the Y. M. C. A. crack players, secretary Montignani and machinist John Defibaugh, and trimmed them.

Martinsburg Shops

Correspondent, W. L. Stephens, *Ass't Shop Foreman*

John A. Weltz, car inspector, is the proud father of a new boy.

Foreman M. O. Brown, who came to this city some months ago to take charge of the car repairs, has been transferred to Locust Point.

Miss Mazie M. May and Boyd W. Hosier, Baltimore and Ohio brakeman, were married in this city on July 17.

It is with regret that we hear of the intention of baggage master T. F. Shriver, of Berkeley Springs, to leave the Baltimore and Ohio. Mr. Shriver has served this company for twenty-five years, but is now compelled to seek the mountains of Colorado for his health. May he find relief and health in that distant state. The Magazine will follow him if he tells us where he will be.

On July 16, death ended the sufferings of a Baltimore and Ohio Veteran, John S. Herrington, bringing to a close five years of continual affliction and ending a life of sixty-five years, forty-four of these having been spent in the service of the Baltimore and Ohio. Mr. Herrington was a boiler maker and as such served the Company with a faithfulness which only those having its interests at heart exhibit. The widow and five children survive. The remains were laid to rest in Green Hill Cemetery, July 19. The members of Tuscarora Lodge No. 24, I. O. O. F., and the local lodge of Baltimore and Ohio Veteran Employes Association attended the funeral and acted as an escort to the cortege.

Monongah Division

Correspondent, C. L. Ford, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. M. Scott	Superintendent, Chairman
E. D. Griffin	Trainmaster
E. T. Brown	Division Engineer
M. H. Oakes	Master Mechanic
T. K. Faherty	Road Foreman
J. O. Martin	Claim Agent
Dr. C. A. Sinsel	Medical Examiner
H. T. Cole	Machinist
R. Roush	Conductor
W. A. Mitchell	Conductor
H. O. Bailey	Engineer
A. R. Malone	Fireman
J. S. Watkins	Car Builder
P. B. Phinney	Agent
S. H. Wells	Agent
J. D. Anthony	Agent
R. R. Hale	Agent
E. J. Hoover	Agent
W. C. Barnes	Secretary

In the Safety bulletin issued August 20 by this division, we were particularly interested to note the number of men "talked to" on the subject of "Safety" by several of the committeemen.

W. A. Mitchell reported that during the preceding month he had talked to thirty men, C. W. Keller to twenty men and H. T. Cole, to sixteen men. This is particularly gratifying, since it is our belief that the great value of Safety for every employe on the railroad can best be demonstrated by these heart-to-heart talks between our men.

G. H. Turner was recently appointed agent and general yardmaster at Weston, W. Va., vice R. R. Hale, who resigned. Mr. Turner entered the service of the Company as messenger boy at Locust Point, Baltimore, Md., in 1899, and was promoted to operator in March,

1900, and worked as operator and relief agent at various points on Baltimore and Philadelphia Divisions until January, 1907, when he was promoted to copy operator in chief dispatcher's office at Camden Station, Baltimore, Md. Mr. Turner came to the Monongah Division in December, 1913, and was appointed agent at Camden-on-Gauley in January, 1914, then promoted to assistant chief clerk in charge of agents in superintendent's office at Grafton, September, 1914. Mr. Turner is an able and efficient agent and is well-liked by all who come in contact with him either socially or in business. His many friends on the Monongah Division wish him success in his new position.



G. H. TURNER,
Agent and general yardmaster, Weston, W. Va.

Superintendent and Mrs. J. M. Scott and son, James, Jr., spent a few days with friends in Boston, going from Baltimore by boat and returning by rail. Mr. Scott reports a very pleasant trip.

F. J. Patton, chief clerk, and wife, have returned from a short trip visiting eastern cities, going by way of Old Point Comfort to Boston, from Boston to Buffalo, Buffalo to New York and returning home by way of Baltimore.

J. H. Newham has returned to duty after a few days' rest and is feeling refreshed after his outing in the woods.

W. C. Barnes, assistant shop clerk, and wife spent a week's vacation with Mrs. Barnes' mother in Barbour county.

R. J. Manning, private secretary to superintendent, has returned to work after a week's vacation in Pittsburgh and other points of interest.

J. McClung, chief train dispatcher, returned to his desk after fifteen days' vacation in some of the large cities. Jim is now ready to get the trains over the division on time.

A. P. Lavelle, second trick dispatcher, is back from a two weeks' stay in Atlantic City. Pat reports having had a good time battling with the waves and showing the girls the sights of the resort.

E. D. Griffin, the popular trainmaster, also went to Atlantic City and says there is nothing like a trip in an aeroplane.

W. F. Myers, conductor on trains Nos. 21 and 22, Pickens Branch, has been away for the past month on account of sickness. We understand that he is improving slowly.

E. J. Hoover, agent at Buckhannon, returned to his post of duty after fifteen days' vacation in his new auto.

M. H. Oakes, who resigned his position as master mechanic at Grafton, just before leaving for Ft. Worth, Texas, to accept a position as superintendent of shops on the Texas Pacific at that point, was presented with a very handsome gold watch and chain by his friends on the Monongah Division. Mr. Oakes became very popular with all his men.

Mrs. E. S. Jenkins and Miss Ethel Bradford, stenographers in the superintendent's office, spent a few days at Virginia Beach, Va. They report that the bathing there is splendid.

J. B. Kimmel, water station foreman, has returned from a five days' stay at Atlantic City, and J. B. Morris, of the timekeeper's office, has returned from a trip to western cities.

Wheeling Division

Correspondents

W. O. Freise, *Superintendent's Office*
A. G. Youst, *Operator*, Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. Green	Superintendent, Chairman
J. W. Root	Trainmaster, Vice-Chairman
G. F. Eberly	Division Engineer
J. Bleasdale	Master Mechanic
W. F. Ross	Road Foreman of Engines
F. R. Davis	Terminal Trainmaster
C. M. Criswell	Agent at Wheeling
Dr. J. E. Hurley	Medical Examiner
M. C. Smith	Claim Agent
C. Stephens	Freight Engineer
A. Voight	Freight Fireman
W. E. Hicks	Freight Conductor
W. C. Dickerson	Machinist
M. Barlow	Yard Brakeman
F. Baltz	Carpenter
J. J. Donovan	Machinist
B. L. Helfer	Secretary

Traffic has increased in Benwood yard, owing to the fact that the National Tube Company has resumed business. Everyone in Benwood is on the jump since this large plant, which employs more than 2,500 men, has resumed and it looks like a "big winter" for all concerned.

Assistant trainmaster W. C. Deegan met with a painful accident on August 6 while riding on the Short Line in his motor car. While running at a speed of between five and

six miles an hour, the motor car jumped the track at a frog, throwing Mr. Deegan from the car and breaking his leg in two places.

The accompanying picture shows the home of George S. Grandstaff, of Moundsville, W. Va. Mr. Grandstaff owned the ground, and like a good many other of the employes of the Company, was able to build this home with the assistance of the Relief Department.

Mr. Grandstaff entered the service of the Company as a telegraph operator at Roseby Rock, W. Va., in 1876, and later worked at different points on all divisions east of the Ohio River. In 1886 he was appointed train dispatcher on the Baltimore Division at Cumberland, Md., and served in that capacity until compelled to give it up on account of his health. He then took up telegraphy at Moundsville, his native town, and is serving in this position at the present time.

Mr. Grandstaff is deeply interested in gardening, making a specialty of early tomatoes and cucumbers. The papers of his town have, on several occasions, run complimentary notices about his little "farm."



RESIDENCE OF G. S. GRANDSTAFF
Operator, Moundsville, W. Va.

S. J. Montgomery, coal billing agent at Benwood, W. Va., resigned his position on July 15.

Victor Reynolds, yardmaster in Benwood yard, spent his vacation in and around Erie, Pa. It is reported that he proved himself a hero in saving several lives during the great storm in that city, but as yet we have been unable to hear from him.

P. F. Dowd, yardmaster, in Benwood yard, has just returned from a vacation spent at Washington, Philadelphia and New York.

F. R. Davis, terminal trainmaster, will spend his vacation at New York and Atlantic City.

J. E. Wise, rackman in Benwood yard, spent his vacation in the east, instead of going abroad this summer.

Mrs. M. J. and C. J. Landers, chief clerk to terminal trainmaster Frank R. Davis, have returned from a few days visit to Pittsburgh, Pa.

On August 10 occurred the wedding of agent D. F. Allread, Wheeling Division, to Miss Gladys Dorothea Richards of Amsterberg, O. Immediately following the ceremony, the happy couple departed on a honeymoon trip to Philadelphia, Baltimore and Washington and on returning will be at home to their many friends at Folsom, W. Va.

Jimmy Flynn, chief investigation taker in the superintendent's office at Wheeling, while conducting a very important investigation as to the guilty party who stole three hams from a caboose car in Benwood yard, had the misfortune to break a key on his typewriter (he takes statements direct on the machine) and tied the investigation up for about thirty minutes until a machinist was called in and the driver brake repaired.

Changes have been made in the Wheeling passenger station ticket office and quite a loss was experienced by the division when Arthur L. Irwin requested a six months furlough on account of ill health. Mr. Irwin will spend his time with his family, located in Cleveland, Ohio. A. M. Six, assistant ticket agent, will succeed Mr. Irwin and James Wilkins, ticket clerk at Mannington, will occupy the office at night, succeeding E. A. Hoffman, who will act as assistant ticket agent to Mr. Six. We are all hoping that Mr. Irwin's illness will be a short one and that he will soon be back with us again.

C. K. Welch, material clerk in the superintendent's office, has been transferred to the motive power department.

A. C. Paull, stenographer in the district superintendent of motive power's office, is spending his vacation in different states comprising the northwest.

C. C. Steele, yardmaster in Benwood yard, who recently returned from a vacation spent in and around Woodruff, W. Va., hunting, reports that he captured a coon measuring four feet from tip of tail to head and weighing 150 pounds. Owing to the fact that the coon had a broken leg and feeling sorry for it, Mr. Steele added, he let it go in the woods.

The stork smiled twice on the Wheeling Division when it left a girl with agent W. A. Yeater at Burton, W. Va., and one also with agent G. S. Stidger at Littleton, W. Va. Come on, agents, get in the game!

We are all sorry to learn of the death of Mrs. E. A. Milton, wife of E. A. Milton, conductor on trains Nos. 92 and 99. Mrs. Milton was in the Ohio Valley Hospital for some time suffering from blood poisoning. The Wheeling Division extends to Mr. Milton their deepest sympathy in his bereavement.

Mrs. C. J. Murphy, wife of C. J. Murphy, baggageman on trains Nos. 71 and 72, recently underwent a serious operation and is reported to be getting along nicely.

Ohio River Division

Correspondent, H. C. NESBITT

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS ..... Superintendent, Chairman
C. E. BRYAN ..... Division Engineer
O. J. KELLY ..... Master Mechanic
E. J. LANGHURST ..... Trainmaster and Road Foreman of Engines
A. J. BOSSYNS ..... Medical Examiner
J. S. ECHOLS ..... Chief Clerk to Agent, Parkersburg
R. E. DARNHART ..... Agent, Yardmaster, Huntington
W. E. KENNEDY ..... Division Claim Agent
E. CHAPMAN ..... Captain of Police
C. E. SATOW ..... Engineer
W. O. DAWKINS ..... Fireman
G. M. SIMPSON ..... Conductor
A. W. JAMES ..... Yard Brakeman
J. F SIMMONS ..... Locomotive Department
J. L. DAVIS ..... Car Department

Cleveland Division

Correspondents, W. T. LECHLIDER, E. LEDERER

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER ..... Chairman
E. LEDERER ..... Secretary
J. E. FAHY ..... Trainmaster
J. E. LLOYD ..... Division Engineer
J. A. ANDERSON ..... Master Mechanic
P. C. LOUX ..... Road Foreman of Engines
A. J. BELL ..... Terminal Agent, Cleveland, Ohio
R. D. SYKES ..... Medical Examiner
G. J. MAISCH ..... Division Claim Agent
J. L. RODGERS ..... Agent, Tippecanoe, O.
F. WARNER ..... Roundhouse Foreman, Cleveland, O.
R. SINGLETON ..... Section Foreman, Brecksville, O.
J. MEEHAN ..... Stevedore, Cleveland, O.
WM. BENDER ..... Car Foreman, Lorain, O.
E. E. BREWER ..... Agent, Canal Dover, O.
D. A. GATES ..... Agent, Medina, O.
G. E. SMITH ..... Engineer, Lorain, O.
J. A. COX ..... Fireman, Cleveland, O.
H. A. SPRAGUE ..... Conductor, Cleveland, O.
O. V. ROMIG ..... Conductor, Canal Dover, O.
F. M. HAFF ..... Brakeman, Lorain, O.

The following is a list of the employes on the Cleveland Division, as shown on recent bulletin, who have put forth the best effort in the EFFICIENCY movement by gathering up material along the line of road and sending it to the various shops and storehouses.

NAME.	OCCUPATION.	SAVINGS EFFECTED.
G. M. Blauman	Conductor	$76.39
R. A. Peltier	Brakeman	3.05
E. E. Pfoh	Brakeman	3.05
G. W. Ristine	Engineer	1.75
J. E. Eckles	Fireman	1.75
R. W. Bair	Engineer	2.50
A. Nore	Engineer	.50

At noon on August 11, the Cleveland yard switchmen presented yard conductor G. M. Blauman with an iron cross and tin sword in honor of his wonderful German arguments. Gus says this does not mean he is going back.

The Clark Avenue yard force have painted the inside of their office during noon hours and after duty. It looks like a professional job except that chief clerk George has paint on his Sunday suit.

The new ore tracks in Clark Avenue yard for handling the expected heavy ore business have been completed and are now ready for service.

The yard employes at Cleveland have painted the inside of hump shanty and C. L. & W. yard office.

General foreman Herlihy, Cleveland shops, has cleaned up around his buildings so that they look like new. We never did have much on Jack.

Effective July 15, general yardmaster and assistant trainmaster C. H. Lee, with headquarters at Cleveland, was appointed terminal trainmaster in charge of Cleveland terminal, after a service with the Baltimore & Ohio dating back to his college vacations, since which time he has been clerk, operator, dispatcher, and night and day chief dispatcher.

New business is coming in, and the Clark Avenue yard forces are working very closely with the traffic department to give prompt movement. The slogan is "First get a man's business, take care of it and you do not have to explain." Charlie Wood and the yard people wear a big smile when anyone says 94. It's a new Cleveland connection, and they are going to make it a solid Q. D. train before they get through with it.

Effective August 1, 1915, W. J. Head, assistant R. F. E. and A. T. M. at Cleveland, was appointed R. F. E. and T. M. with jurisdiction over C. T. & V. District and Cleveland Branch between Cleveland and Lester.

On August 7, a new high record was made at Lorain, when there were dumped into vessels at that point 31,555 tons of coal in a twenty-four hour period, with No. 2 machine double crewed and No. 1 machine only single crewed. Previous high record was made July 20 of this year when 31,189 tons were dumped.

W. J. Head reports fishing at Stony Lake, Ont., Canada, not as good as usual. Must have taken his vacation at the same time the fish did.

Trainmaster J. E. Fahy spent his vacation in Detroit, Mich., and vicinity. Reports are that he had a very pleasant trip.

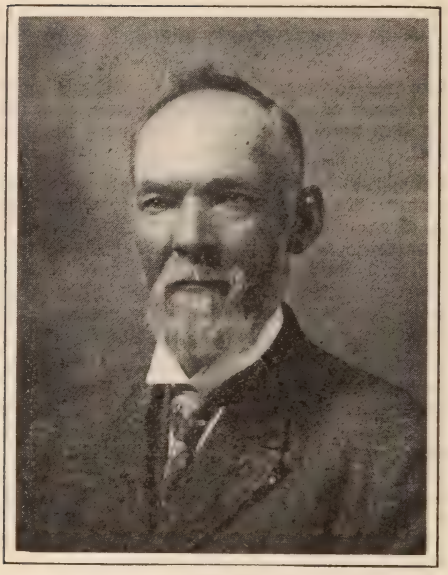
Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

J. H. JACKSON ..... Superintendent, Chairman, Newark, O.
C. C. GRIMM ..... Trainmaster, Vice-Chairman, Newark, O.
J. S. LITTLE ..... Road Foreman of Engines, Newark, Ohio
E. D. ANDREWS ..... Master Mechanic, Newark, O.
DR. A. A. CHURCH ..... Medical Examiner, Newark, O.
A. R. CLAYTOR ..... Division Claim Agent, Newark, O.
D. L. HOST ..... T. M. & C. T. D., Columbus, O.
A. C. RICHARDS ..... Agent, Zanesville, O.
IRA PETERMAN ..... Shopman, Newark, O.
A. H. DIAL ..... Yard Conductor, Newark, O.
H. D. WHITEFORD ..... Road Conductor, Newark, O.
C. M. PORTER ..... Fireman, Newark, O.
L. W. HEDRICK ..... Engineer, Newark, O.
C. C. BOWMAN ..... Assistant Car Foreman, Newark, O.
H. L. BALL ..... Secretary, Newark, O.

Allen Evans was born September 12, 1844, at Llanshillin, Denbeyshire, North Wales, and emigrated to this country, arriving on the steamship City of Boston, May 14, 1869. This steamer was lost at sea a few months



ALLEN EVANS

later. Mr. Evans came to Newark and entered the service of our Company in October, 1886, as freight handler, and was in continual service until retired April 1, 1915. In his twenty-nine and one-half years of service he made numerous friends among the shippers with whom he came in contact, by his ever keeping before him the motto of "And as ye would that men should do to you, do ye also to them likewise."

The completion of the removal of bridges near the passenger station at Newark, including the filling up of the old canal, which brings the property up to grade, is an improvement that has met the universal approval of both passengers and trainmen. Many interested spectators watched the "big hook" lift the heavy steel girders from their resting place of many years and place them onto flat cars, saw the openings filled up and old "Safety First" given a meritorious entry.

The Dixie Coal Co. of Newark is constructing an up-to-date unloading trestle in their yard, plans having been furnished them through the Company.

The excursion business to Cedar Point, on Lake Erie, is about over for the year of 1915. This pleasure resort is getting into the limelight more prominently every year. Large industries all along the line give their employes a day of recreation at "The Point," and it is now a mighty favorable spot.

Wm. F. Moran, newly appointed master mechanic of the division, was born October 19, 1871, at Omaha, Neb., entered the service of Union Pacific system February 1, 1888, as machinist apprentice, and afterwards went into the mechanical department of the Oregon Short Line, Santa Fe, Rock Island and Southern. He came to us from the master mechanicship of the Rock Island at Little Rock, Ark., to become general foreman at Connellsville, Pa.

Employes extend their sympathy to Miss Wiegand, file clerk in the superintendent's office, on account of the death of her mother.

The many friends of conductor "Ed" Reynolds were shocked to hear of the death of his son by drowning in the Ohio River near Parkersburg a few weeks ago.

Arthur T. Keuhner has been appointed assistant to the road foreman of engines with headquarters at Newark.

Richard Brooks, assistant engineer, has been transferred to the Baltimore Division.

H. A. Corbin will serve as agent at Glenford, Ohio, during the illness of W. S. Johnston.

George L. Cross, who has been retired to the pension list, first entered the service in 1871 as clerk in freight office. He was transferred to yard clerk in 1873, promoted to chief yard clerk in 1874, transferred to yard brakeman September 28, 1883, promoted to yard foreman August 16, 1884, promoted to yardmaster in charge of Newark yard August 20, 1892, and held this position until April, 1900, when, on account of ill health, he was retired temporarily. In April, 1904, he assumed the duties of assistant to yardmaster, holding this position until May 1, 1905, when he was transferred to weighmaster, holding the latter position until retired. Mr. Cross's long yard service brought him into contact with many of the older employes in the service who will be pleased to know that while he has retired from active service, he is still a young man, having during his entire life lived so sensibly as to enjoy the full benefits of his retirement.



GEORGE L. CROSS



NEWARK, OHIO, ERECTING SHOP FORCE IN 1899

The Newark Division employes' meetings are becoming more popular. Our general superintendent attended the last meeting and met 106 men there. Mr. Averell gave a very interesting talk, followed by superintendent Jackson, after which a number of important subjects were discussed by different employes.

James Dennison, one of our oldest and best passenger engineers, then took the floor. We can always depend upon "Uncle Jim" to stir up things and keep it interesting for all concerned. He generally heaves a few "darnicks" which keep others busy dodging, but it is the wish of all that we had more "Jims."

Supervisor of operation Duffy and supervisor of locomotives Crolley told us some interesting things, and all of us benefited by their remarks. Mr. Sturmer also spoke.

The trainmaster gave a talk on and a demonstration of derailing and rerailing cars, using a model car, truck and replacers for that purpose. The trainmen have taken great interest in this problem, and have been and will continue to put up questions for their fellow employes to solve. This equipment is ideal for demonstrating purposes, consisting of a model car four feet two inches long, one foot high and one foot wide, or one-eighth dimension of an ordinary track car. Ties and replacers are built on the same scale, and a miniature windlass is used to pull the car on and slew the trucks, to take the place of a locomotive, and it gives the same results.

Road forman Little gave facts and figures to show the standing of the Newark Division in the different operations for which a standard is maintained. And the loyalty of the men on this division is such that when the Newark Division drops to a lower place than they held the preceding month there is a general feeling of depression.

Trainmaster Titus has promised to have the time-table board at the next meeting, and will initiate the men into its intricacies, and explain why some of the meeting points are made where they are. The superintendent has advised that a train dispatcher will also be present and give a demonstration of the train sheet, and show what the train dispatcher is up against, and to what extent he has to rely on the information furnished by trainmen to avoid delay to other trains.

Conductor E. C. Copper acted as chairman at the last meeting, and conducted it in an able and efficient manner. The chairman for the next meeting is appointed by the chairman of the present meeting, and is chosen from the men who operate the trains.

Carl Mosher has returned to work at the division freight office after spending his vacation in sunny California.

We are glad to report that High St., Columbus, is now paved with asphalt, and makes one of the finest if not the finest thoroughfare in the state.

The New Deshler hotel, which is to be located on the northwest corner of High and Broad Streets, and is to contain 600 rooms will, it is said, be the finest hotel between New York and Chicago.

The Buckeye Steel Castings Co. is running three furnaces again, two having been shut down since January 1.

The Ralston Steel Car Co., located at East Columbus, Ohio, on our lines, is now employing about 700 men, and report that they have enough orders ahead to keep them operating for many months.

The Gwinn Milling Co. is going "full blast," working two shifts day and night.



EDMOND C. IMHOFF
Thirteen months old son of Fred O. Imhoff, clerk, Boswell Station, Pa.

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

DIVISIONAL SAFETY COMMITTEE

O. L. Eaton ..... Superintendent, Chairman
L. K. Yohe ..... Trainmaster
A. P. Williams ..... Division Engineer
E. N. Cage ..... Road Foreman of Engines
Dr. H. M. Koehler ..... Medical Examiner
J. A. Fleming ..... Freight Agent
H. E. Himes ..... Agent
E. E. McDonald ..... Agent
H. D. Whip ..... Relief Agent
G. M. Woodward ..... Locomotive Engineer
J. Ridgway ..... Locomotive Fireman
M. H. Mickey ..... Freight Conductor
R. R. Whipkey ..... Yard Brakman
Geo. Beatty ..... Pipe Fitter
J. P. Butler ..... Air Inspector
Jesse Burnsworth ..... Section Foreman
R. W. Whipkey ..... Secretary

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. B. Gorsuch ..... Superintendent
T. W. Barrett ..... Trainmaster
W. L. Kennedy ..... Secretary
C. C. Cook ..... Division Engineer
W. A. Deems ..... Master Mechanic
M. C. Thompson ..... Road Foreman of Engines
Dr. J. P. Lawlor ..... Medical Examiner
W. F. Deneke ..... Agent, Pittsburgh
F. Bryne ..... Claim Agent
L. Finegan ..... Superintendent of Shops
A. J. Weise ..... General Car Foreman
Mr. Tatem ..... Car Foreman, Substitute
G. W. C. Day ..... Division Operator
J. G. Cunningham ..... Conductor
A. J. Stoll ..... Engineer
C. W. Gordon ..... Fireman
C. C. O'Connor ..... Tank Foreman
W. J. Haley ..... Yard Conductor
Dr. E. P. Parlett ..... Honorary Member

The members of the fast Company team of Pittsburgh went to Cincinnati and played the strong team of that place at their Bond Hill Park grounds, the game ending in a triumph for the Pittsburgh boys by the score of 9 to 2. This does not indicate what a hard fought contest this really was, for if you will notice the score below you can readily see that it was hardly decided until the ninth inning, when the boys from the "Smoky City," by some heavy artillery work, pushed three runs across the plate, clinching the game.

The features of the game for the "Smoky City" crowd were the pitching of Codar and the hitting of Raley, and for Cincinnati, the batting of Brinkman and the fielding of Trosper, the latter robbing Raley of a triple in the first inning when he speared the Pittsburgh speed merchant's drive with his bare hand.

The Pittsburgh team wishes to thank the Cincinnati boys for the good treatment accorded them, and will do their utmost to reciprocate when their rivals come to the City of Smoke. The score:

	1	2	3	4	5	6	7	8	9	Total
Pittsburgh	3	0	1	0	0	0	2	0	3	9
Cincinnati	0	2	0	0	0	0	0	0	0	2

The Pittsburgh team is considered one of the best amateur teams in this section, having in their lineup such well known stars as Bennett, catcher, formerly with the Pittsburgh Feds, Coder, late of Tri-state league and Collins, south-paw of High School fame, as twirlers, White, brilliant third-sacker of Leckrone Social Club, Thomas, second baseman of Delphi Social Club, captain Markey, short-stop, late of County league, and Raley, premier initial sack guardian of West Penn Scholastic league. Barret of Carnegie Independents, Jones of Dormont Athletics, and Myers of the Ohio State league, play the outfield and are considered by many the class of Pittsburgh's amateur outergardeners. In Smith, Aiken and Noon they have a trio of utility men who can be depended upon to step in and play any position without weakening the team. For games write Mr. Lauer, manager Baltimore & Ohio Railroad team, care freight agent, Pittsburgh, Pa.

Conductor C. S. Adams, operating trains Nos. 703 and 108, is taking a two weeks' vacation. Conductor C. Bauer is filling his place.

Conductor J. M. Billings is about again after having been confined to his home for several days.

Engineers J. B. Layton, W. H. Collins and J. L. Norris are off for a two weeks' fishing trip.

Conductor P. T. Ellery, in charge of trains Nos. 101 and 102, is taking a much needed rest.

Conductor James McElween is now in charge of train.

Engine foreman H. J. Meinert, of Millvale, left August 10 to visit the Panama-Pacific Exposition.

Conductor J. P. Scandrol and family are enjoying a thirty-day camping trip through the Great Lake Region. We are all expecting a fine feast of fish on Mr. Scandrol's return.

Telephone operators Katherine and Mayme Hughes have returned to duty after a very enjoyable and much needed vacation.

"Faithfulness brings its reward," is an old saying, and its sincerity has again been attested in the case of William A. McDade.

Mr. McDade, or "Old Hickory," as he is known to many of the engineers and firemen, received a gold medal given by the Brotherhood of Locomotive Engineers as a token of their appreciation for his forty years of continuous service. Incidentally, this was the first occasion on which a gold medal was awarded an engineer in the national convention.

Mr. McDade was born in Frederick, Md. When seventeen years of age he was made a fireman on the Maryland Division of the Northern Central Railroad and four years later was promoted to the grade of engineer. When twenty-four years old he was made an engineer on the Union Pacific and from that time until 1885 served on at least a dozen roads. Thirty years ago he entered the service of the Baltimore & Ohio and was retired last April.

There is one thing of which Mr. McDade is especially proud, and that is that in his forty years of service he never injured a man, woman or child. This is certainly a most noteworthy performance and shows that he must have been, and is, an advocate of Safety First.



WILLIAM A. McDADE—"Old Hickory"



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☐ Dynamo Running	☐ Architecture
☐ Telep. and Teleg. Eng.	☐ Contracting & Building
☐ Mechanical Engineering	☐ Structural Engineering
☐ Mechanical Drafting	☐ Plumbing and Heating
☐ Shop Practice	☐ Civil Engineering
☐ Steam Engineering	☐ Salesmanship
☐ Mine Foreman and Supt.	☐ Advertising
☐ Chemistry	☐ Agriculture

Name _____

Street and No. _____

City _____ State _____

Present Occupation _____

Mr. McDade says he is proud of the honor bestowed upon him, but doubly proud of the Baltimore & Ohio. We, in turn, wish to assure him that the Baltimore & Ohio is proud to have had such a man in its service.

Our hope is that William A. McDade may live long to enjoy the honor which he so justly deserves.

We believe engineer Thomas Burton is working hand in hand with our old friend Dan Cupid. Both his daughter Ruth and son Harry were married during the summer and Mr. Burton is all smiles.

J. A. Burgoon, of the car distributor's office, Glenwood, has returned from a vacation spent in New York and Atlantic City.

The stork has been visiting very regularly among our railroad friends during August. Among the arrivals are a daughter to C. W. Blotzer, of the car distributor's office, a son to C. K. Kelly of the same office, a daughter to fireman H. Sigafoos and a son to engineer J. L. Soliday. All babies and their mothers are reported as doing nicely.

We sympathize sincerely with general yardmaster Gus Sigafoos, of Glenwood, who lost his mother recently. Mrs. Sigafoos had reached the age of ninety-six, and was hale and hearty the last time Mr. Sigafoos paid a visit to her. He had expected to spend his regular vacation at her home.

W. W. Smock has been appointed master mechanic at Glenwood, succeeding W. A. Deems, transferred to Staten Island. We wish both gentlemen every success in their new undertaking.

New Castle Division

Correspondent, F. E. Gorby, *Chief Clerk*
New Castle

DIVISIONAL SAFETY COMMITTEE

J. W. Kelly, Jr.....Superintendent, Chairman
C. P. Angell.....Trainmaster, Vice-Chairman
H. L. Gordon.....Division Engineer
J. J. McGuire.....Master Mechanic
J. B. Daugherty.....Road Foreman of Engines
Jas. Aiken.....Freight Agent, Youngstown, O.
Dr. E. M. Parlett.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Freight Agent, New Castle, Pa.
A. S. Wilson.....Agent, Niles, O.
C. F. Shriver.....Road Engineer
Joseph Ridley.....Road Fireman
E. C. Martin.....Road Conductor
F. L. McGraw.....Yard Conductor
A. F. Coleman.....Air Brake Foreman, Painesville
Walter Findon.....Air Brake Repairman, New Castle Jct.
D. E. Sturdevant.....Boilermaker, New Castle Jct.
J. W. Clawson.....Signal Supervisor
H. L. Forney.....Master Carpenter

While assistant trainmaster W. P. O'Connor and conductor C. E. McDougall were at Mt. Clemens, they spent the afternoon fishing in Lake St. Clair. The picture shows one afternoon's catch—101 yellow perch. The gentleman in the middle is Mr. Donegan, an engineer on the Pennsylvania Lines out of Columbus, Ohio, and as railroad men constitute one great fraternity, it was but natural that these three should get together for a merry fishing party.



A FINE STRING OF PERCH

On Saturday, July 24, the New Castle Junction Baltimore & Ohio baseball team journeyed to Connellsville on train No. 16, and there played two games of ball; being defeated in the first game 12 to 6, and winning the second game 1 to 0. By winning the second game at Connellsville, which was the "rub," they took the series. The first game was featured by errors and various other misplays, while the second game was an air-tight seven-inning affair. The only run scored was the result of Lane's single, stealing of second, and Freese's timely single. The feature of the games was Pliler's work at second, and Evans's work at bat and short for New Castle. Pliler's stop of Kenner's whang at the ball, which looked good for a hit, brought forth great applause from the spectators. It was a spectacular stop.

The New Castle boys, after taking two out of three from Connellsville, would like to have the opportunity of taking two out of three from some other good Baltimore & Ohio teams. Write C. C. Crill, or A. C. Harris, at New Castle Junction.

Brakeman W. A. Moore salvaged a nine-pound copper joint which he found along the track, bringing it to New Castle Junction and turning it over to the storekeeper at that point. We are glad to note Mr. Moore's interest in this matter and would call the attention of our employes to the fact that sometimes we do not seem to make as much headway as we might in saving material lying along the road. Other divisions seem to be leading us on this proposition.

The boys living around Newton Falls, Ohio, are prospering by close attention to business and taking advantage of their opportunities. First trick operator O. C. Bedell is building a fine new home; agent H. H. Smith has bought a house and is remodeling it; pumper Carl Schall has just purchased a nice large house and car inspector W. F. Collins has recently acquired a home. Water station repairman W. H. Kilbreath is preparing to move to New Castle.

On "September Morn" (September 1) switch tender Harry Watson at New Castle Junction, wore a very broad smile; just a little broader than usual. The reason? Harry's thirtieth birthday with the Company.

Harry has seen a good many changes on the railroad in power and equipment since he began his career, and expects to see a good many more days of work as well as changes, in keeping abreast of the times.

Chicago Division

Correspondent, S. V. McKennan, *Assistant Chief Clerk to Superintendent.*

DIVISIONAL SAFETY COMMITTEE

J. F. Keegan.....Superintendent, Chairman, Garrett, Ind.
T. B. Burgess...Trainmaster, Vice-Chairman, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
H. H. Harsh.....Division Engineer, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. W. Rhuark.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
F. Dorsey.....Medical Examiner, Garrett, Ind.
C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
R. R. Jenkins.....Secretary Y.M.C.A., Chicago Jct., O.
T. E. Spurrier.....Claim Agent, Tiffin, O.
John Draper.....Agent, Chicago, Ill.
H. P. Bercaw.....Agent, Wellsboro, Ind.
B. M. Redmond.....Engineer, Garrett, Ind.
W. A. Heath.....Fireman, Garrett, Ind.
F. C. Campbell.....Conductor, Garrett, Ind.
J. E. Shields.....Switchman, Chicago Jct., O.
A. P. Wenzlass.....Machinist Helper, South Chicago, Ill.
C. Shomberg.....Machinist, Garrett, Ind.
J. H. Garrett.....Machinist, Chicago Jct., O.

The Safety report for this division which was issued under date of August 16, reached the office of the Magazine soon after. It contains a comprehensive and well-arranged account of the Safety improvements made recently on the division. Of particular interest were several changes made to improve the sanitary conditions about the premises. The large number of suggestions for betterment in working conditions as made by the members of the Divisional Committee show that each of the men is watching out for the best interests of his fellow employes and endeavoring to promote their health and comfort through safe and clean working conditions. It also shows that the Company is taking up as fast as it can all the suggestions made by the Safety men and doing its utmost to act upon them favorably.

South Chicago

Correspondent, Oscar Wacker, *Car Distributor*

Our ever-obliging and "on the job" stenographer, Miss Esther Moberg, has returned from her vacation. She must have had a good time. "She looks it."

Included in her itinerary were Garrett, Indiana, Kalamazoo and Goblesville, Michigan, at which places she met friends who were happy to welcome her. All at the South Chicago freight office were glad to see "our little sunshine" return.

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BASCULE BRIDGE AT CHICAGO

Open just far enough to enable a boat to pass through. Mr. Seiferth, who focused camera, is on the left

The accompanying photographs were secured for the MAGAZINE by our South Chicago correspondent, Oscar Wacker, car distributor, from George Seiferth, chief maintainer of our big bascule bridge and interlocking plant at the Calumet River at South Chicago.

When Mr. Wacker sent these pictures in, he explained that they were taken by Mr. Seiferth, and, as we learned from his description of the views, that Mr. Seiferth was in two of them, we were unable to understand how he could have snapped them himself. Mr. Wacker explained as follows:

"When it is completely raised to its full height, the bridge forms a platform parallel with a platform on the center lever of the bridge. This is four by six feet in size. Mr. Seiferth placed his camera on this platform and after getting one of his helpers to sit on the top of the bridge, he focused the camera on him. When it was properly focused the helper came down and Mr. Seiferth took his place on the bridge. The helper had instructions from Mr. Seiferth to press the bulb and thus secured the picture."

These are exceptionally good photographs, both from the artistic and the human interest standpoint, and we wish we could have more of them for the EMPLOYES MAGAZINE.

Our congenial chief clerk, Edward Boyle, has returned from his vacation. Being a great exponent and admirer of Chicago as a summer resort that can't be beaten, he spent his vacation there, visiting the baseball parks and the lake. By the way, he claims that Lake Michigan is better than the Atlantic Ocean for a dip and a swim. Of course, he has never been to Atlantic City, Cape May, or other real summer resorts, so he boosts for Chicago and the Lake. Unfortunately, it rained every day during his stay in Chicago and there were no baseball games played. Also the water in the lake was too cold for bathing. Still, he says that Chicago is the best summer resort in the country. Well, it's fine to be a booster.

Lee A. Matthews, assistant to chief clerk in terminal trainmaster's office, had a great time when he visited his sister at Sommerdale, Alabama. He says the south is the country to live in: plenty of chicken, watermelon, etc., and beautiful sights and manifold pleasures. We are sorry, however, to advise his friends that, up to the present time, he has not recovered the watch



BASCULE BRIDGE STRAIGHT UP IN THE AIR

and umbrella which he claims he lost while out sight-seeing. We are all of the opinion that "Lee" needs a guardian next time he goes south.

Our westbound clerk, Harry Hagenauer, has returned to his desk from the Mercy Hospital, where he had an operation performed for the removal of his tonsils and two nasal bones in his nose. He is now much improved and asserts that he is cured of a very aggravating annoyance from which he had been a sufferer for years. His advice is, "Don't wait, but go and get relief."

Chicago Terminal

Correspondent, G. W. Hesslau. *Claims Investigator*, Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. Nichols	Superintendent, Chairman
J. W. Dacy	Trainmaster
G. P. Palmer	Division Engineer
F. W. Lamphere	Assistant Engineer
Alex. Craw	Division Claim Agent
C. T. Horgan	Captain of Police
C. L. Hegley	Examiner and Recorder
H. McDonald	Supervisor, Chicago Division
Wm. Hogan	Supervisor, Calumet Division
F. K. Moses	Master Mechanic
F. S. DeVeny	Assistant Road Foreman of Engines
Chas. Esping	Master Carpenter
Dr. E. J. Hughes	Medical Examiner
C. O. Seifert	Signal Supervisor
R. J. Osborn	Conductor
Thos. Fogg	Engineer
P. H. Billeter	Fireman
W. H. Egan	Conductor
A. L. Reeves	Engineer
Geo. Hendrix	Fireman
H. M. Johnson	Engineer



C. L. HEGLEY

The accompanying photograph of C. L. Hegley, examiner, needs but little, if any introduction. Mr. Hegley is among the old timers in the terminal and before assuming his present position was a passenger conductor. On an average about six hundred train and engine men face Mr. Hegley annually for examination on the book of rules. He is a pleasant little man, active in the Safety First movement, and is always ready to help and do his part.

Division claim agent Alex. Craw made a trip to New York city, going by way of boat from Chicago to Buffalo and returning by way of boat from New York to Baltimore.

A. R. Claytor, division claim agent, and wife, of Newark, Ohio, paid a visit to Chicago recently.



Please mention this magazine

The condition of conductor Charles M. Bean is rapidly improving and a speedy recovery is anticipated.

Miss Anna Quinn, telephone operator, spent a three weeks' vacation at Saugatuck, Mich., fishing, bathing and boating. Miss Quinn is quite tanned and claims to have enjoyed her rest.

Road foreman of engines F. S. DeVeny spent his vacation at home, supervising the construction of a model garage. We don't know for sure what the name of the machine is, but Mr. DeVeny was seen in the salesrooms of the Maxwell Motor Company.

Special movement clerk H. N. Nelson and family are visiting relatives at Rankin, Illinois.

Now that the offices and halls have all been recalcimined, let's watch out for the outsiders who are such "artists" that they have to take a pencil and mark their line of walk along the hall.

There has been a deal of competition among the anglers located in the general offices. The accompanying photo shows H. E. Hanse, chief clerk to superintendent, who is trying to make his competitors believe (and he is getting away with it) that the fish shown in the photo was used by him as bait while on the coast recently. If these facts are as he states, and no doubt they are, Messrs. Finnegan, White and Lozo will have to go some to hold up their end of it.



BLACK SEA BASS
Weighing 225 lbs. and caught at Santa Catalina Island, California



DR. J. H. MAYER

Effective September 1, Dr. J. H. Mayer, assistant medical examiner, was transferred to Parkersburg, West Virginia. Dr. Mayer has been at Chicago since 1910 and in addition to making many near friends, was well liked by everybody. Though we dislike to see him leave Chicago, we all wish him success. The accompanying photograph of Dr. Mayer at his desk is a striking resemblance and shows him with his sleeves rolled up ready to pitch in for the day's work.

Leslie Gilford, the mailman between East Chicago and Chicago, handled the mail in good shape during the absence of Jesse Morgan.

The truth will eventually "leak out" even though it takes a long while sometimes. Franklin Ruth, wheelage clerk in the car accountant's, paid a visit to Milwaukee, Wis., on March 24, last, but the object of his mission was not learned until recently. Her name on March 23 was Miss Adell Wetz of Milwaukee, but now it is Mrs. Franklin Ruth of Chicago. Their honeymoon was spent at Pewaukee, Wis., after which they came back to their new home at 5036 Winthrop Avenue, Chicago.

We are proud to mention the worthy assistance rendered by one of our employes in the accident to the S. S. Eastland, which sank in the Chicago River on the morning of July 24, resulting in the loss of nearly 1,000 lives.

Phillip Iverson, of the auditing department, was spending a peaceful vacation at LaCrosse, Wis., when he read in the local newspapers of the terrible disaster. Owning a motor boat and realizing that he would be of some assistance in the search for lost bodies, he arrived at Chicago as soon as he could and on the following Monday morning he reported to the city police department with his motor boat, "Irving D," and offered his services. He was given a crew of city firemen and some dragging nets and for four days the "Irving D" with Iverson as its pilot dragged the Chicago River for lost victims and succeeded in recovering about fifteen.

On account of the sad disaster which befell the S. S. Eastland, the Railroad Smoke Inspectors of Chicago cancelled their fourth annual boat excursion.

Engineer George E. Neimuth, his wife and son Herbert, have recently returned from an extended trip through California, where they visited the two fairs.

Mrs. John Latshaw, her son Fred and daughter Carrie, are visiting relatives at Chatam, Mass. In the meantime, engineer Latshaw is keeping house as well as No. 1969 humming between Robey Street and Barr Yard.

Operator R. A. Baker is now working as dispatcher, relieving dispatcher R. C. Williams, who, with his wife, is spending his vacation at New York.

Effective July 31, James J. McDermott, clerk to captain of police, resigned. Mr. McDermott was succeeded by John M. Coan of the president's office, Gerald McCarthy succeeding Mr. Coan.

A GOOD PRACTICE—ADOPT IT. Recently a car repairer was injured at East Chicago, apparently through carelessness on his own part. The following was noted on the back of the personal injury form: "Injured person was instructed to be more careful in the future," and signed by Martin Schuab, car foreman. This is a good idea and should be adopted by all. When this is done the chairman of our Safety Committee can readily see by just glancing over the personal injury reports what all are doing in the promotion of Safety First.

Chief yard clerk J. R. Bain and wife spent vacation time visiting friends at Tripp, S. D.

A. W. Booth, assistant general yardmaster at East Chicago, and wife spent a vacation at Kansas City, Mo.

Yardmaster D. Carr and wife visited relatives at Ely, Minn., during the former's vacation and he is now back on the job at Homan Avenue.

Engineer James A. Meehan recently returned from a visit to his daughter at Johnson Junction, Ky.

Henry C. Arens, former fireman and smoke inspector, now a switchman at Empire Slip, is rapidly recovering from the injury he recently sustained.

The condition of section foreman Ed. Fogarty does not seem to improve very much. He is suffering from nervousness as well as his heart. All hope his condition will soon be better.

LEST YE FORGET.

EDUCATION AND INTEREST ARE THE KERNEL OF THE SAFETY MOVEMENT.
WITH THESE THOROUGHLY APPLIED THERE CAN BE NOTHING BUT SUCCESSFUL MATURITY.
IF YOU SEE A FELLOW EMPLOYE DO ANYTHING CONTRARY TO SAFETY, FIND OUT WHETHER OR NOT HE KNOWS BETTER.
IF HE DOES, INTEREST HIM.
IF HE DOES NOT, EDUCATE HIM.

Ohio Division

Correspondent, C. N. Beyerley, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

G. D. Brooke	Superintendent, Chairman
R. C. Wescott	Trainmaster
Wm. Graf	Road Foreman of Engines
E. J. Correll	Division Engineer
P. H. Reeves	Master Mechanic
A. L. Townsend	Agent
L. H. Somnds	Claim Agent
Dr. F. H. Weidemann	Medical Examiner
H. N. Smith	Switchman
Timothy Clifford	Engineer
F. Myers	Fireman
F. S. Donaldson	Conductor
P. Clark	Supervisor
G. F. Buese	Gang Foreman, Car Department
T. D. Spense	Boilermaker

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The Baltimore and Ohio Railroad has been granted permission by the City of Chillicothe, to construct an additional track through the city. When this is completed, a double track will be formed to the outskirts of the city, and the operation of this double track will greatly reduce delays to trains getting into the terminal.

Paul K. Partee spent his vacation in the east, and visited Atlantic City, Philadelphia and New York.

Ralph H. West entered the clerical force at the general car foreman's office on September first. Mr. West was formerly employed as clerk in division engineer's office, but was furloughed on account of light business.

The interior of the depot and office building at Chillicothe has been repainted and revarnished, the appearance thereby being greatly improved.

F. C. McReynolds, ticket agent at Chillicothe, is spending his vacation in the east. A flash has been received that he has taken unto himself a wife, but we have not yet learned the name of the young lady. However, we wish him happiness, and can promise him a ride in the "Calf Wagon" when he returns.

The International Correspondence school air brake instruction car has been stationed at Chillicothe for the past several weeks. Instructions are being given daily for the benefit of men in engine, train and shop service. All engineers running out of Chillicothe will be required to attend these lectures and all firemen, trainmen and shopmen are urged to attend whenever possible.

Conductor of No. 1, when backing into station at Cincinnati, is requested to announce that all passengers should remain seated until the train has come to a stop, this being desirable because of the trains coupling to cars in the depot. This precaution on the part of conductors will prevent the possibility of injury to passengers who might otherwise try to crowd to one end of the coach, and be thrown when the coupling is made.

Extensive improvements have been made in the rest cars in Cincinnati. A false roof has been placed over them, so as to make them as cool as practicable. Employes of the Ohio Division can secure a bed at the Stock Yards, by payment of a dime to the attendant in charge of the cars, or can secure a book of tickets from him. As soon as possible, it is the intention to add shower baths, which will add very much to our men's comfort and convenience.

On account of increasing business, it has been necessary to put on an extra yard engine at Chillicothe. Several employes who were furloughed last winter have been reinstated.

Indiana Division

Correspondent, O. E. Henderson, *Conductor*, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

E. W. Scheer.....Superintendent, Chairman, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
E. J. Lampert.....Trainmaster, Cincinnati, O.
H. A. Cassil.....Division Engineer, Seymour, Ind.
P. T. Horan.....R. H. Foreman, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
G. R. Gaver.....Medical Examiner, Cincinnati, O.
L. A. Cordie.....Assistant Agent, Cincinnati, O.
J. E. Sands.....Agent, Louisville, Ky.
E. Massman.....Agent, Seymour, Ind.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O.
Hugo Siefker.....Engineer, Seymour, Ind.
A. Hodapp.....Conductor, Seymour, Ind.
W. K. Barlow.....Fireman, Seymour, Ind.
Ralph Boas.....Brakeman, Seymour, Ind.
Elmer Caruthers.....Clerk, Caller, Storrs, O.
A. W. Hayes.....Car Repairer, Storrs, O.

Illinois Division

Correspondent, C. F. White, *Dispatcher*, Flora, Ill.

DIVISIONAL SAFETY COMMITTEE

R. B. White.....Superintendent, Chairman, Flora, Ill.
C. G. Stevens.....Trainmaster, Flora, Ill.
C. W. Potter.....Trainmaster, Flora, Ill.
H. R. Gibson.....Division Engineer, Flora, Ill.
H. E. Greenwood.....Master Mechanic, Flora, Ill.
F. Hodapp.....Road Foreman, Flora, Ill.
H. E. Orr.....Master Carpenter, Flora, Ill.
C. S. Whitmore.....Signal Supervisor, Flora, Ill.
W. G. Burns.....Supervisor, Vincennes, Ind.
F. Wyatt.....Supervisor, Flora, Ill.
B. O'Brien.....Supervisor, Carlyle, Ill.
W. Cook.....Supervisor, Springfield, Ill.
G. H. Singer.....Agent, East St. Louis, Ill.
W. C. Deitz.....General Foreman, Flora, Ill.
S. B. Westlake.....Medical Examiner, East St. Louis, Ill.
J. R. Brafford.....Claim Agent, Olney, Ill.
A. Haag.....Yard Engineer, Washington, Ind.
B. Hudgins.....Fireman, Flora, Ill.
H. E. Boyd.....Brakeman, Flora, Ill.
J. Long.....Yard Conductor, Flora, Ill.
J. Mangin.....Machinist, Washington, Ind.
C. J. Elk.....Boiler Shop Foreman, Washington, Ind.
F. M. Peebles.....Piece Work Inspector, Washington, Ind.



HOME OF ENGINEER BORDERS
Washington, Ind.
"OH YOU WINTER"



TRAIN No. 132 AND EMPLOYES
at Shawneetown, Ill.

The following station circulars were issued in July: No. 156-A—Per Diem. Per Diem Rule No. 14. Effective July 1, 1915, per diem rule 14 will read as follows:

"14—(A) A road failing to receive promptly from a connection cars upon which it has laid no embargo, shall be responsible to the connection for the per diem on cars held for delivery, including the home cars of such connection.

"(B) A road failing to receive promptly from a connection empty cars at home on its road, moving home under car service rules, shall be responsible to the connection for double the per diem on such cars held for delivery after the first day for which reclaim is made.

"(C) If such failure to receive shall continue for more than three days, the delinquent line shall thereafter in addition be responsible for such per diem on all cars wherever in transit which are thus held back for delivery.

"(D) It shall be the duty of a connection intending reclaim such per diem allowance to notify the delinquent line daily of the total number of cars so held for it, and when required to furnish the initials and numbers of the cars."

Particular attention is called to paragraph (B) which requires that a road failing to receive promptly from a connection empty cars, shall be responsible to connection for double the per diem on such cars held for delivery after the first day for which reclaim is made.

It will be necessary that agents when reporting cars to the superintendent's office, show whether each car is loaded or empty, and when notifying connections, notice should show total number of loaded cars and total number of empty cars. Statement of initials and car numbers furnished to connections, should show whether loaded or empty. Notices received from connections should show similar information. If notices are received showing total number of cars held, or initials and numbers of cars held, no separation being made on loaded and empty cars, matter should be immediately taken up between the local representatives, that correct report may be promptly made.

Station Circular No. 95-C.

Yard Circular No. 47-B.

Agents and others are not complying with instructions issued in August, 1914, regarding the proper handling of stores department supplies.

The instructions provide that Form No. 2375 must be used for all such supplies, that a thirty days' supply will be ordered and that the book must be in the superintendent's office not later than the fifth of each month—the supplies that you desire to be listed under the month in the book that you send the book in. For instance in sending the book to the superintendent's office in month of July of before July 5 all the supplies that you require should be listed under "July."

You will receive a new book Form 2375 which you will commence using effective July 1 and in the future requisitions will not be filled unless the requisition is properly prepared.

It is desired each and every agent, yardmaster, or others, ordering stores department supplies to immediately take this book and take an inventory of the present stock at their station and show information for each item under "amount on hand July 1."

50 Cards in book form with your name, address and Baltimore & Ohio Safety emblem in corner for **35 cents**
THE QUEEN CARD COMPANY
Sixth and German Sts. CINCINNATI, O.



$2.00 A MONTH
buys a Standard Typewriter, your choice. Late Style Visibles. Every modern operating convenience. Back Spacer—Tabulator—Two Color Ribbon—Automatic Ribbon Reverse, etc. Bargain Prices. Perfect machines with complete equipment and every extra. Guaranteed for life. Free circular describes special Five Days' Trial Offer
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Texaco Lubricating Oils for all Purposes
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NEW YORK HOUSTON

BRANCH OFFICES

Boston	St. Louis	New Orleans	Pueblo
Philadelphia	Norfolk	Dallas	Tulsa
Chicago	Atlanta	El Paso	

Please mention this magazine



FLORA, ILL., BALTIMORE & OHIO BASEBALL TEAM

It is also desired that you check back and under "Average monthly consumption previous year" desire that you show information as to the amount of each article that you consumed each thirty days in the past year.

This must be given careful consideration and absolutely correct information shown. In case your book should become lost you will please advise the superintendent promptly so that another copy can be sent you—but it must be understood in all cases before requisitions are honored that the book must be filled out in every particular as instructed above.

Each book will be numbered and a record of number kept in the superintendent's office. This is to prevent two books being assigned to any one station or operation.

Station Circular No. 327-A.

Staff Circular No. 108.

Under date of December 20, instructions were issued to the effect that this Company would not furnish shippers with material nor would we undertake to provide bulkheads in cars in order to carry separated lots of grain, apples, potatoes, etc., in cars.

It should also be understood that we will in no instance provide stock shippers with material for constructing partitions on stock cars or any other cars.

Lumber or grain doors will only be furnished shippers by the railroad company for use across the doors of cars containing such freight as makes it necessary to board up the door. We positively will not furnish any material to be used in building partitions of any kind within the car.

Grain doors or grain door lumber stock provided at stations is under the supervision of the agent and he must see to it that the material is used only for the purpose provided. Grain door material is an item of a great deal of expense to the railroad company and as stated above agents are expected to keep a very close check on such material sent to their station to the end that it be used with the greatest economy and used only for the purpose of boarding up the doors of cars loaded with grain, bulk apples, bulk potatoes, etc.

Under circular letter of June 25, exclusive agents will be allowed vacations on the following basis: Those in service as agent one year, seven days. Those in service as agent over two years, fifteen days. At the larger stations the work will be conducted during the absence of the agent by the station force without additional expense. At the smaller stations where the force is insufficient to properly care for the work a relief agent will be furnished to take care of the work.

Agents will be required to take their vacations, and compensation in lieu thereof will not be allowed at larger stations, and only at the smaller stations in the event it is impossible to furnish relief. If an agent has laid off at any

time within the year to exceed ten days this forfeits his right to a vacation.

B. A. I. Order 239—Revoking B. A. I. Order 233 To Prevent the Spread of Foot-and-mouth Disease in Cattle, Sheep, Other Ruminants, and Swine. Under authority conferred by law, B. A. I. Order 233, dated February 13, 1915, requiring "That no cattle, sheep, other ruminants, or swine shall be transported or otherwise moved from one state or territory of the United States, or the District of Columbia, into or through any other state or territory of the United States, or the District of Columbia, for feeding, breeding, stocking, or dairy purposes, unless the cars or other vehicles in which the animals are loaded for interstate shipment are first cleaned of all loose litter and other material, and properly disinfected," is revoked, such revocation to be effective July 15, 1915. This order for the purpose of identification shall be designated as B. A. I. Order 239. On and after July 15, 1915, the cleaning and disinfecting of cars used in the interstate transportation of live stock will be governed by the requirements of B. A. I. Orders 210 and 238, and amendments thereto.

The following general orders havebeen issued:

No.23—

Switch stand with Anderson Safety Switch Lock has been installed on Mill Spur Switch, Washington.

After removing the switch lock it is necessary to operate separate foot pedal to unlock the safety device before the switch can be thrown.

No. 25—

Frog and switch at Haytts Spur west of Shops has been removed.

No. 28—

The practice of allowing passengers to get on and off passenger trains when they stop at East Mine at Breese for coal and water, will be discontinued at once.

We have no facilities at this point for handling passengers, and a stop there will be treated the same as any other stop between stations not provided for in the schedule.

The East St. Louis clerks defeated the Flora clerks in a very interesting game of baseball at Flora on July 31, the score being five to two. The photograph of the Flora team on page 104 shows some good talent, which manager Hopkins is willing as well as anxious to match against any team on the System.

From left to right standing are: Joe Devanney, tonnage clerk, umpire; H. L. Vermilion, time clerk, pitcher; N. Monical, time clerk, center field; C. E. Francis, chief clerk to division engineer, first base; J. Cherry, operator, pitcher; W. R. Jones, trainmaster's clerk, mascot; Robert Jeffries, assistant time keeper, third base.

Bottom row: W. S. Hopkins, C. T. time keeper, manager; H. N. Hogan, file clerk, right field; Elmer Sheets, shop clerk, left field; G. J. Klier, operator, catcher; M. M. Watson, road foreman engines clerk, short stop; C. H. Chickedantz, stenographer, second base.

Brakeman J. M. Carney has purchased the Company restaurant at Flora and is preparing to take care of the boys in a manner that will be appreciated by them.

It is intensely interesting to note the report of the divisional Safety Committee for August. Over twenty-five separate items needing attention were reported during the month and remedied. The men on line all over the division undoubtedly feel a renewed interest in safety work when they see from these reports that the Company is doing its utmost to make the working conditions of the employes as safe as new appliances, corrections and improvements can make them.



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Has the Most Wonderful Memory Ever Known

HE can give the population of any place in America of over 5,000—

HE can give every important date in world-history—

HE has 300,000 Facts and Figures stored away in his brain.

William Berol is this man's name, and a few years ago his memory was distressingly poor. His amazing efficiency was developed through his own simple, practical method.

His system is being taught with great success to large classes at many educational institutions in New York City. You can learn it easily, quickly, *by mail.*

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You will be able to recall Names, Faces, Dates, Telephone Numbers; his simple system will cure mind wandering and teach concentration; you can remember facts in a book after one reading; you can recall any episode that you wish; you can become a clear thinker, and in public speaking never be at a loss for a word. Give this method a few spare minutes daily, at home, and you will be astonished.

Write to-day for full free particulars of this man's wonderful memory and our offer to YOU.

FUNK & WAGNALLS COMPANY, Dept. 404, New York

Operators Richards and Hoffman have returned from the fair and report having had a fine time. Several of the Illinois Division employes are spending their vacations taking in the fair.

On August 2, a telegraph and block office was opened at Cisne and R. O. Farthing was appointed acting agent, vice J. P. Smith, who was transferred on account of not being a telegraph operator.

On July 23, Frank M. Brown was appointed local watch inspector at Pana, Ill.



PHILIP HENRY, Agent, Furman, Ill., and W REIDLEBERGER, Jr., Agent, Taylor Coal Co. of O'Fallon, Ill.

On July 23, General Order No. 28 was issued modifying Special Time-Table Rule No. 2 to the extent that at Flora and Vincennes Form A, part (a) Line 5 will be issued by the operator, properly authorized by the dispatcher, for the information of the conductors and engineers of first class trains. This relieves the conductor of examining the register, but will register with Form C. At Flora the operator will be located at a desk in the baggage room. This arrangement will eliminate the necessity of the conductors making long trips to the telegraph offices at these points for orders and to register.

General Order No. 37 issued on August 1 to all conductors and engineers relative to switch lights found not burning or burning dimly requires that engineers of passenger trains will report the fact to the superintendent and division engineer from the first open telegraph office, and that the train dispatcher on duty, upon receipt of this report, will select the first available employe to go and put the light in proper condition, making full report of conditions found. When trains other than passenger trains find switch lights not burning or burning dimly, the train will stop and the conductor put the light in proper condition, and wire the superintendent and division engineer from the first open telegraph office, giving full particulars.

In Station Circular No. 359, agents at stations where locals are required to do switching, are instructed to send their switch list by telegraph to the train in order that the crew may be in possession of information concerning work to be done at the station before their arrival. The list should also include any information that may be of assistance to the train crew in handling the work, particularly in regard to the loading of freight.

The passing track at Trenton has been extended east to include the old east storage track and has been connected with main track at a point 2000 feet east of the old location of east switch of the passing track. The passing track now has a capacity of 102 cars. This will eliminate a great deal of delay heretofore experienced in holding trains back on account of the passing track being too short.

On July 15, the switches of the house track and C. B. & Q. interchange track at Shattuc were bolt locked with the interlocking plant and cannot be opened with either of the home signals in clear position.

The switches and frogs on all unused industry and other tracks are being removed in order to do away with all unnecessary main line switches, The following have been removed: West end stock track Sandoval; West Trenton Mine lead; Taylors Mine track east of Carbon; Ridge Prairie Mine track west of Carbon; both west and east end of Gartside siding, and East St. Louis Light and Power Company's siding near Willows.

Toledo Division

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

F. B. Mitchell.....Superintendent, Chairman, Dayton, O.
R. B. Mann.....Assistant Superintendent, Cincinnati, O.
E. W. Hoffman.....Assistant Superintendent, Toledo, O.
M. S. Kopp.....Trainmaster, Dayton, O.
C. W. Havens.....Trainmaster, Lima, O.
R. B. Fitzpatrick.....Trainmaster, Cincinnati, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. P Hoban.....Road Foreman of Engines, Dayton, O.
O. Stevens.....Road Foreman of Engines, Lima, O.
H. W. Brant.....Division Operator, Dayton, O.
W. D. Johnston.....Master Mechanic, Ivorydale, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
J. R. Casad.....Claim Agent, Dayton, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
John Sullivan.....Supervisor M. of W , Hamilton, O.
E. Ledger.....Supervisor M. of W., Dayton, O.
W. O'Brien.....Supervisor M. of W., Rossford, O.

G. W. Thomas	Master Carpenter, Dayton, O.
G. W. Kydd	Supervisor Signals, Dayton, O.
Dr. F S Thompson	Medical Examiner, Dayton, O.
Dr. Wm. Ryan	Medical Examiner, Dayton, O.
E. C. Skinner	Agent, Cincinnati, O.
J. F. Fisher	Agent, Toledo, O.
L. F Hockett	Agent, Dayton, O.
J. C. Stipp	Agent, Lima, O.
E. F. Maley	Agent, Piqua, O.
S. O Mygatt	Depot Master, Cincinnati, O.
W. A. Ireland	Depot Master, Dayton, O.
W. H. Sites	Road Engineer, Lima, O.
F. E. More	Road Engineer, Lima, O.
H. B. Smith	Road Conductor, Lima, O.
W. J. Simmons	Road Conductor, Lima, O.
E. Rice	Yard Conductor, Dayton, O.
A Gronbach	Yard Conductor, Hamilton, O.
R. E. McKenna	Yard Conductor, Cincinnati, O.
Carl Koch	Shopman, Lima, O.
John Riley	Shopman, Dayton, O.
A. Brehardt	Shopman, Rossford, O.
Frank Zureich	Shopman, Cincinnati, O.
John Ryan	Track Foreman, Middletown. O.
J. R. Eilers	Track Foreman, Sidney, O.
E. L. Kelley	Assistant Yardmaster, Rossford, O.
Wm. Rosche	Shopman, Ivorydale, O.
J. S. McLean	Secretary to Supt., Secretary, Dayton, O.

Carl O'Connor and Dennis Sullivan, clerks in the local office at Toledo, are back at their desks again, having fully recovered from the effects of their week's vacation.

T. E. McDermott has been transferred from the office of division engineer to office of assistant superintendent at Toledo.

Miss Helen Bronson, stenographer in office of assistant superintendent at Toledo, spent her vacation at Point Place where she has a cottage. Except for the rain, mosquitoes, and sunburn, she had a most enjoyable time.

Frank McManus, timekeeper at Toledo, has become a motor boat fan. He may be seen almost any evening skimming over the placid waters of the Maumee. He vows that at the next regatta he will give some of the fast boats a good run for their money.

Among the improvements recently made at Toledo is the installation of a new 150-ton track scale. It is of the most modern type and the scale house is lighted by electricity. Large reflectors outside the house enable those doing the weighing to read the numbers and tare weights on cars without the necessity of using lanterns.

The telegraph office at Penna Junction, Toledo, looks much better since electric lights have been installed.

Western Union wires have been cut in the office of assistant superintendent at Toledo to take care of the large volume of business incident to handling lake traffic.

The old salt house at Toledo has been dismantled and the work of filling the Bayou has begun. Considerable filling has been done at the north end with the result that this locality presents a much better appearance now. Filling the Bayou is one of the hobbies of assistant superintendent Hoffman, who says he will never give up until he has trees growing over what is now a lagoon.

Assistant superintendent Hoffman was the recipient of a joint letter from employes at Toledo expressing their thanks to the Cincinnati Hamilton & Dayton Company for its action in promoting the picnic at Ottawa Park.



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AUTOMATIC—NON-LEAKABLE

SELF STARTING FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

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You don't have to monkey with dangerous, awkward or unsightly locks, extensions, or so-called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

$2.50 By Insured mail Prepaid to any address

Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

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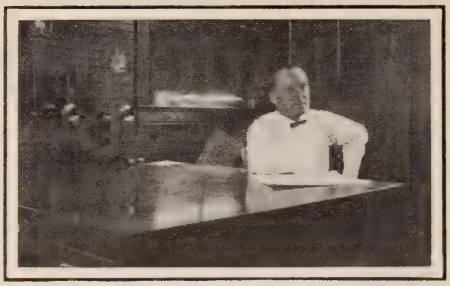
LAUGHLIN MFG. CO.,

7 Fine Arts Bldg., DETROIT, MICH.

Gentlemen—Here is $2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name_____

City_____ State_____



E. W. HOFFMAN

Assistant Superintendent Toledo Division, in charge of Toledo Terminals

"The Fatal Trip of the 4108."

Garland Graves is home again
From an extended firing trip;
He was expected here some time ago
But best laid plans will slip.

Some days ago they wanted to run
A crew on a special train;
Gilbert and Graves looked good to them
So the caller got their names.

Now no one knew that a "busted" flue
And a lot more inner trouble
Was in the "8" and to keep her straight
Was the task of two crews double.

The call boy started out to find
Gravey at home in bed;
At least, when asked where he was found,
That's what Gravey said.

Gilbert was next on the calling list,
And the call boy says he found
Him at Chester park in a bathing suit
Adrift on the merry-go-round.

When the time arrived for the train to start
They both looked fairly well;
Gilbert blew the whistle
And Gravey rang the bell.

'Twas a gladsome sight that fatal night
To see that selected crew
Take out that special of selected freight
With power they little knew.

The rest of the story is roundhouse talk;
Their record that runs will live;
They say such engines are bound to balk
But the road foreman won't forgive.

For they stalled when they left the level
And they slipped where the track was good
And they foundered at wayside stations
And they died at Maplewood.

They doubled each hill in sections
And they blocked the whole blamed main
Till another crew brought an engine around
And got them going again.

Gravey raked down the center
And he swung the firedoor to;
Gilbert eased her at every point
Using the tricks he knew.

But their "jinx" sat tight on the bell cord
And grinned as he saw them sweat;
If Milhon had failed to show up that night
The "8" would be dead there yet.

Gilbert says it was due to Gravey,
Gravey says it was due to luck,
But the dispatchers claim, who watched that train,
They thought the darn thing was stuck.

So Garland Graves is home again
And Gilbert is also here,
And the "Main" is clear for other trains
But when Maplewood you hear—

You will note all crews look sharply
And the emergency they try
For the No. "8" may be stalled there yet
Since the night Graves let her die.

R. B. Mann, assistant superintendent at Cincinnati, who made the offer of a dinner in celebration of the day—should it ever occur—on which 500 cars of coal are dumped at Toledo in twenty-four hours, has not been heard from since he learned that 534 cars were dumped one day. It has been suggested that a committee be appointed to ascertain whether there is enough ink in his fountain pen now to write a check for the amount, which should be in the neighborhood of $13.85.

Visitors to the docks at Rossford say that the prettiest lawn and grounds in the vicinity surround the Cincinnati, Hamilton & Dayton rest house. C. H. Ellzey, the manager, is to be complimented, for he keeps everything in fine shape.

The accompanying pictures are of the Cincinnati, Hamilton and Dayton docks at Toledo and also of the rest house (page 110). The rest house is operated for benefit of employes. Meals may



WAITING FOR CARGO AT TOLEDO DOCK



UNLOADING ORE FROM BOATS AT TOLEDO

be had at all hours. Rooms are fitted up with beds for employes in train and engine service. This building is located in a beautiful spot, surrounded by well-kept spacious grounds containing much shrubbery, flowers and vines.

C. E. McGann, roundhouse foreman at Toledo, spent his vacation at Ludlow, Ky. He asserts that Ludlow is his old home town and that there are many attractions for him there. Of course, Charlie.

W. J. Holland, storekeeper at Toledo, has been promoted to a similar position at Ivorydale. He takes with him the best wishes of a host of friends.

Frank Gaffney, O. S. & D. clerk at Toledo, is back at his desk after taking a honeymoon trip.

Raymond Winters, yard clerk at Rossford, spent a few days at Columbus recently.

John Cook, tally clerk at Toledo, spent a week at Yellow Springs, and says he had a fine time.

R. B. Merritt, electrician at the Rossford ore dock, visited Conneaut, Ohio, recently.

Harry Day, revision clerk at Toledo, has resigned to accept a good offer from the Willys-Overland Co.

H. Griffiths, chief electrician at Rossford ore dock, with his family, was a visitor at Conneaut, Ohio, recently.

George Lohner, who went to California for his health, has returned very much improved. He has resumed the position of chief claim clerk in the local office at Toledo.

John Maloney, warehouse foreman at Toledo, spent his vacation enjoying the beauties of the Colorado Rockies.

Roy Bohannan, yard conductor at Toledo, passed around cigars on account of the arrival of a ten-pound girl at his home on July 12. The baby has been named Margaret.

Robert Horstman, yardmaster at Rossford, took his annual vacation in Colorado. While out there he was suddenly called home by the unexpected death of his brother.

HOTEL RITTENHOUSE

Chestnut, between 21st and 22nd Streets

PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

The Rittenhouse in Philadelphia
On the Edge of Everywhere

CHARLES DUFFY, Manager

Hotel Aberdeen

32d Street, bet. 5th Avenue and Broadway

New York City

Location unsurpassed; fifteen minutes from Baltimore & Ohio 23rd Street Terminal and very close to all high class department stores and theatres

A Magnificent Fireproof Commercial Hotel

giving the highest class accommodations at the most moderate rates.

This hotel has every known improvement and has no equal for its service and attention.

Every Room with Private Bath
$1.50 per Day and $2.00

Special Rates by Week, Month or Season



C. H. & D. REST HOUSE AT TOLEDO

Thomas White, yard clerk at Rossford, recently spent several days at Milwaukee. The scenery being new, very naturally he reported that he had a most enjoyable trip.

Wellston Division (C. H. & D.)

Correspondent, L. E. Fenner, *Chief Clerk*, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

A. A. Iams.....Superintendent, Chairman
R. W. Brown.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
R. O'Neil.....Division Foreman
F. M. Drake.....Relief Agent
C. H. Rauck.....Agent
E. M. Jones.....Yard Conductor
J. M. Ginan.....Conductor
B. F. Shelton.....Fireman
T. G. Hoban.....Engineer
L. H. Simonds.....Claim Agent
Dr. F. S. Thompson.....Medical Examiner
J. J. Fitzmartin.....Division Operator
E. B. Childs.....Stationary Engineer
I. N. Long.....Section Foreman
E. Blake.....Section Foreman
H. D. Sfohn.....Brakeman

Indianapolis Division (C. H. & D.)

Correspondent, Roy Powell, *Superintendent's Office*

DIVISIONAL SAFETY COMMITTEE

M. V. Hynes.....Superintendent, Chairman
F. M. Connor.....Trainmaster
H. F. Passel.....Division Engineer
E. Boas.....Master Mechanic
E. I. Partlow.....Road Foreman of Engines
D. J. Curran.....Agent, Indianapolis
W. H. Bettcher.....General Car Foreman, Moorefield
P. H. Baker.....General Foreman, Moorefield
H. F. Reynolds.....General Yardmaster
E. L. Ault.....Conductor, State St., Indianapolis
L. Hanlon.....Engineer, Moorefield
R. J. Thiell.....Agent, Decatur

The new ninety pound rail, through State Street yard, has made a decided improvement in that terminal and has helped materially in many ways; among which, lightening the white man's burden carried by Jim Rourke, road supervisor, should be given a prominent place. The Indianapolis Division is fast becoming standardized.

The work on Pogue's Run sewer, Indianapolis, is still under way and the necessary interference with passenger traffic occasioned by this work has been one of the operating problems for many weeks for all roads entering Indianapolis. This work will soon be completed and when done, will be a great benefit to the city and will lessen maintenance expenses considerably for this division.

As an indication that business is getting better, this division handled the heaviest freight tonnage during the first two weeks of August that we have handled for several months and this in the face of very unfavorable weather conditions that interfered greatly with grain loading.

Being compelled to employ extra trainmen on account of increased business has been an unusual experience, but we are now becoming accustomed to it.

The prospects for a bumper corn crop along this division were never better and, if not damaged before harvested, the farmers will have to take greater precautions to care for the crop than they did in 1908, when extra cribs were built and fences strengthened to keep the corn from overflowing on the farms.

The crops of wheat and oats are also extremely heavy and with the large amount of live stock throughout the country the outlook for a good freight business in the fall is very encouraging.

G. H. Drake, distribution clerk in master mechanic's office, has demonstrated his belief in the adage that two can live more cheaply than one as, on his return from a vacation recently, he announced his transition from single blessedness by passing around cigars. We wish him and his bride much joy and happiness.

Motive power timekeeper, W. J. Powers, spent his vacation seeing the sights at Atlantic City and New York.

The condemned freight cars on this division which have been authorized for dismantling since July 1, have about been disposed of; 177 cars were dismantled up to August 10, which is the best record made on any division of the Cincinnati, Hamilton & Dayton.

A representative of the New York Air Brake Company who recently visited our shops, complimented us on the equipment of our air room, stating that we had some very efficient machines in use.

Announcing the NEW MODEL ROYAL No. 10

"The Machine with a Personality" FEATURE No. 2



No Matter What Your Personality May Be—The ROYAL MASTER-MODEL 10 will fit it:



"Just Turn the Knob"

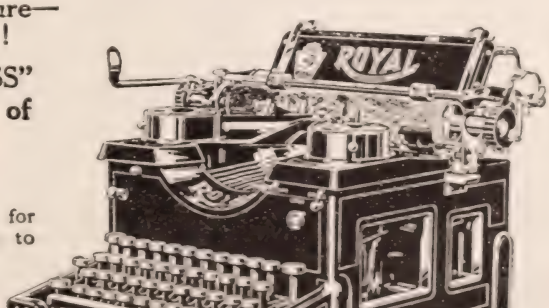
EVERY keen-witted stenographer, every office manager, every expert operator on the firing-line of "BIG BUSINESS" will grasp at once the enormous work-saving value of the ***New Royal Model 10.***

Because it is "the machine with a personality"—*your* personality! Think of a master machine with an adjustable touch—a typewriter you can "tune up" to fit your own *personal* touch, simply by "turning the knob" until it strikes the keynote of YOURSELF.

Think of getting through your week's work with the *minimum* of effort and banishing the dull grind of "typewriter nerves."

That's only *one* reason why the No. 10 Royal is the *master machine.* There are many other big, vital new features. Combined with the personality of its *regulated* touch, you get a typewriter with 100% speed—100% accuracy—100% visibility—100% durability—making 100% EFFICIENCY. A machine with 1,000 working-parts "*minus*"—a typewriter of *long-term service,* that need not be "traded out" and won't "die young."

The **No. 10 Royal** introduces many exclusive Royal features not found on any other typewriter in the world. It carries all standard improvements: **Tabulator, Back Space Key, Bichrome Ribbon and Automatic Reverse,** and has the famous **Royal Triple Service Feature**—it writes, types cards and bills!



BUILT for "BIG BUSINESS" and its GREAT ARMY of EXPERT OPERATORS.

Get the Facts!

Send for the "Royal man" and ask for a DEMONSTRATION. Or write to us direct for our new brochure, "Better Service," and a beautiful Color Photograph of the new Master-Model 10, showing *all* of its many remarkable new features. This advertisement describes only one. "Write now—right *now*!"

Price $100 ($125 in Canada)

ROYAL TYPEWRITER COMPANY, Inc.

Room 15, Royal Typewriter Building, Broadway, New York

BRANCHES AND AGENCIES THE WORLD OVER

Please mention this magazine



SPECIAL TRAIN OF OFFICIALS AND DIRECTORS OF CONSOLIDATION COAL CO.
From left to right: E. Cassidy, Fireman; H. L. Burfee, Engineer; J. M. Moore, Conductor; Jesse Moore, Brakeman

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

DIVISIONAL SAFETY COMMITTEE

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. of W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
E. E. Cassidy.....Fireman
J. M. Moore.....Conductor

W. P. Cain, weighmaster, has been granted a leave of absence for a month. Allen Layman, of freight agent's office, Parkersburg, is acting weighmaster during Mr. Cain's absence.

Supervisor A. W. White and wife spent the first two weeks of August visiting relatives in central and southern Illinois.

W. P. Lane, clerk in office of general manager, Cincinnati, spent a week of his vacation with friends on the S. V. & E.

E. G. Bond, cashier-accountant at Jenkins, has returned after a two weeks' vacation spent visiting friends in Mobile and New Orleans.

Engineer C. C. Woodson, who has been ill in the Jenkins Hospital for the past few weeks, is out again.

ELIMINATE

War Gossip, All Gossip, Pessimism, Hard Luck and If's from Your Conversation

ADD

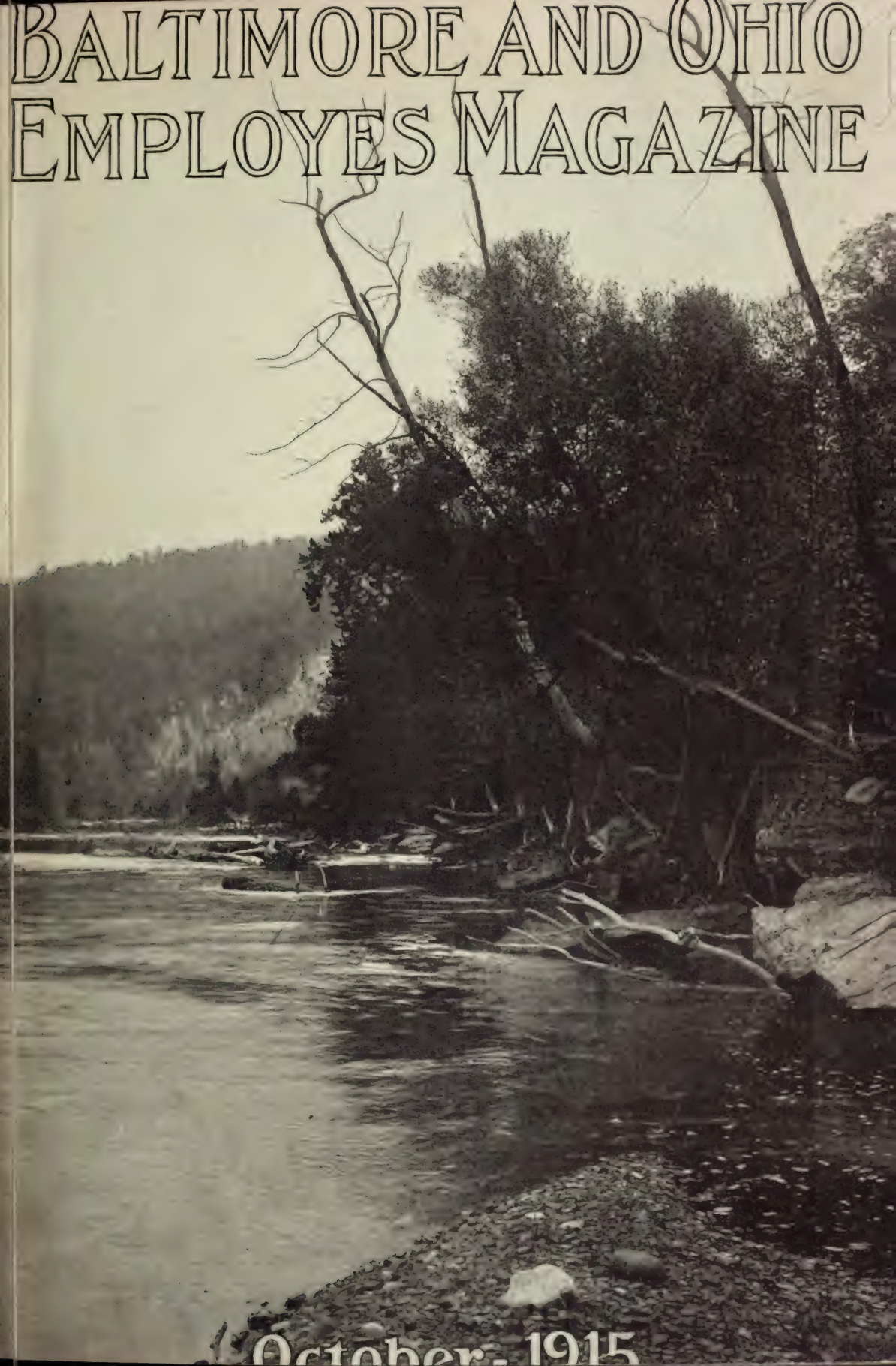
Optimism, Hard Work and Faith

Result=Prosperity This is the United States

TALK BUSINESS

—Thos. N. Miranda

Baltimore and Ohio Employes Magazine



October, 1915



Jean Paul Marat

The name of Marat will forever be associated with the Reign of Terror during the French Revolution. He fell at last by the hand of Charlotte Corday to avenge the loss of her lover. This period contains more of dramatic interest than any other in the world's history. It is out of this period that the Empire was born, dominated and ruled by Napoleon. It is generally conceded the best account of the French Revolution is by America's great historian, Dr. John Clark Ridpath. The story of this period should be read by every American who prizes his citizenship and loves his country. How else are we to judge of the great questions that confront our own Republic except from the lessons of the past

Six Thousand Years of History

Ridpath, the historian, takes the reader back to the very beginning of civilization and traces man's career down through the long highway of time, through the rise and fall of empires and nations. He covers every race and every nation, and holds the reader spellbound by his wonderful eloquence. Nothing more interesting or inspiring has ever been written. If you would know the history of mankind, every sacrifice for principle, every struggle for liberty, every conflict and every achievement, then embrace this opportunity to place in your home the world-famed publication-

Ridpath's History of the World

WE will **name** our **special low price** and **easy terms** of payment only in direct letters. A coupon for your convenience is printed on the lower corner of this advertisement. **Tear off the coupon, write** your **name** and **address** plainly and **mail.** We do not publish our special low price for the reason Dr. Ridpath's widow derives her support from the royalty on this History, and **to print our low price broadcast** would cause injury to the sale of future editions.

Mail Coupon for 46-Page FREE Booklet

We will mail you our beautiful forty-six page free booklet of specimen pages from the History without any obligation on your part to buy. Hundreds who read this have thought that sometime they would buy a History of the World and inform themselves on all the great events that have made and unmade nations. Don't you think it would be worth while to at least send the coupon and find out all about our remarkable offer?

Ridpath's Graphic Style

Ridpath's enviable position as a historian is due to his wonderfully beautiful style, a style no other historian has ever equaled. He pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability, and makes the heroes of history real living men and women, and about them he weaves the rise and fall of empires in such a fascinating style that History becomes as absorbingly interesting as the greatest of fiction.



WESTERN NEWSPAPER ASSOCIATION

CHICAGO

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BALTIMORE & OHIO

Please mention this magazine

COLUMBIA

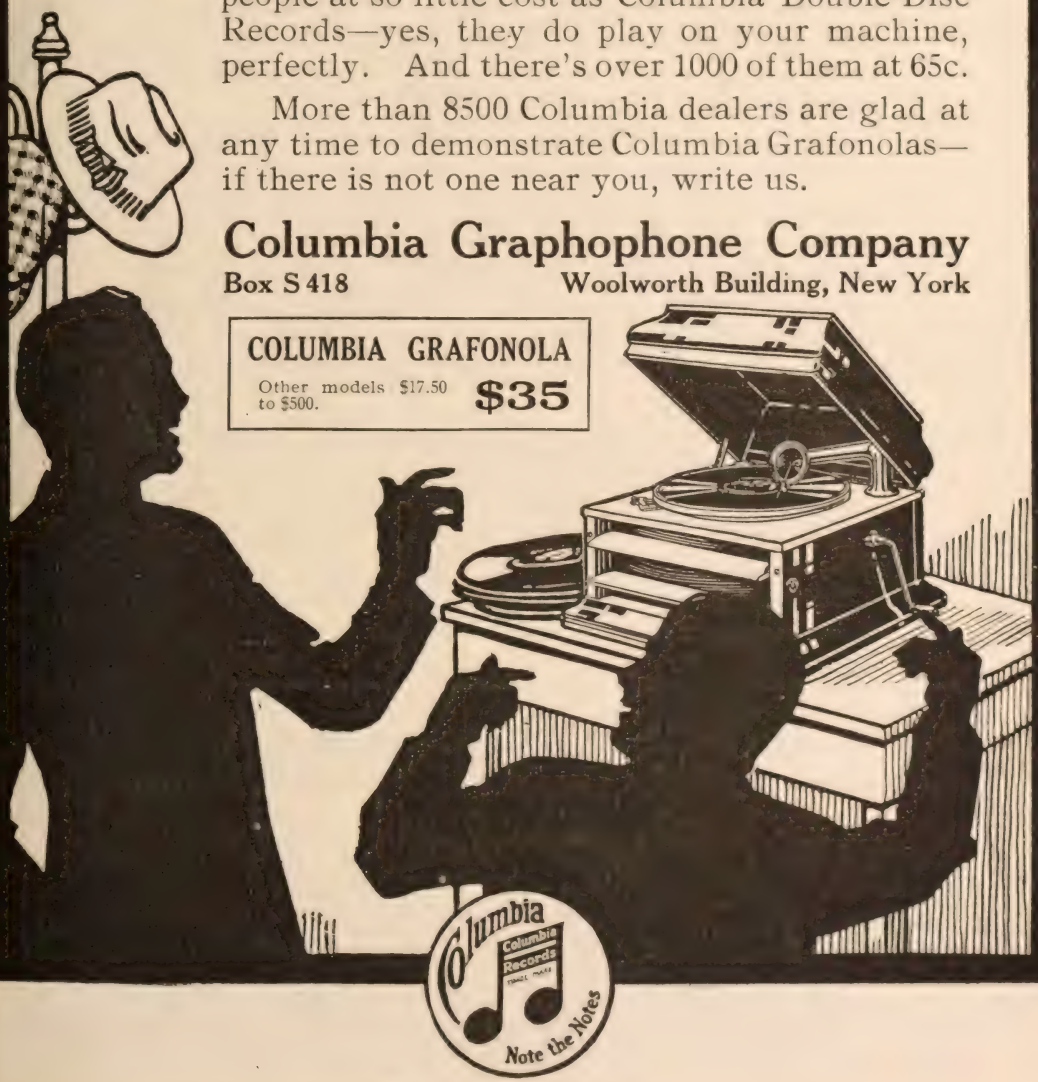
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No one thing gives so much real pleasure to so many people at so little cost as Columbia Double-Disc Records—yes, they do play on your machine, perfectly. And there's over 1000 of them at 65c.

More than 8500 Columbia dealers are glad at any time to demonstrate Columbia Grafonolas—if there is not one near you, write us.

Columbia Graphophone Company

Box S 418 **Woolworth Building, New York**



Please mention this magazine

This statement is addressed to employes of the Company who would like to find out how they can buy a home without giving up every comfort that makes life worth living.

THE principal objection urged by wage-earners against the advice to buy their homes has been that it requires so much self-denial and rigid curtailment of the comforts of life that the "game is hardly worth the candle." This opinion has become widespread, is accepted as true by many, and is probably the natural result of ill-advised efforts to purchase expensive properties through building and loan associations or unscrupulous real estate promoters, who are in the business for their own profit.

Now, there exists, as one of the adjuncts of the Relief Department of this Company, a Savings Feature which advances money for purposes of this kind to employes, upon terms that cannot be equalled or approached by any building or loan association. Profit is not the primary object of the existence of the Savings Feature; indeed, no effort is spared to protect the borrower from extortion of every kind, and it is not unusual to advise a man that a contemplated purchase would be unwise from the standpoint of an investment.

We want to tell you about this unique plan to make every employe his own landlord; if you are interested, communicate immediately with the Superintendent Relief Department (Department S, Savings Feature), Baltimore, Md. Detailed information will be sent you.

Don't put this off; attend to it at once, and learn how easily you can acquire independence as a property owner.

Properties Owned by the Department at the Following Points may be Purchased on Reasonable Terms:

Baltimore, Md.
Brunswick, Md.
Butler, Pa.
Connellsville, Pa.
Cumberland, Md.
Fairmont, W. Va.
Flora, Ill.
Garrett, Ind.
Glenwood (Pitts.), Pa.
Grafton, W. Va.
Lorain, O.
McMechen, W. Va.
Parkersburg, W. Va.
Pittsburgh, Pa.
Washington, Ind.
Zanesville, O.







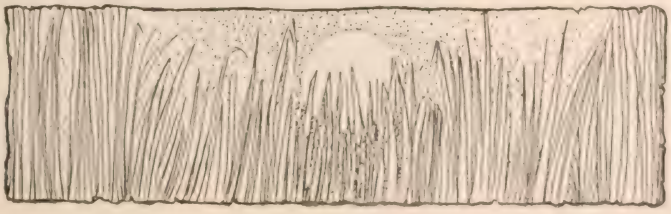
Baltimore and Ohio Employes Magazine

Volume 3 Baltimore, October, 1915 Number 6

Contents

Cover Design—Autumn on the North Branch
Photo by G. B. Luckey
Our New York Operations and Their Relation to the System as a Whole....C. C. F. Bent 5
Non-Enforcement of Law by Proper Authorities Responsible for Large Annual Death Roll of Trespassers....A. Hunter Boyd, Jr. 7
Operations—What Has Been Accomplished and Future Possibilities....C. W. Galloway 11
How Your Salary is Paid—The Whys and Wherefores of Disbursements Accounting....G. H. Pryor 13
Getting Away From the Conventional in Baltimore and Ohio Advertising....W. E. Lowes 21
Schedule Performances and Other Ways of Giving Better Service—Relations with Regulatory Bodies....J. M. Davis 23
Obituaries—
Frank A Durban.... 27
Robert J. King.... 29
Howard A Treudley.... 31
Training a Salesman of Passenger Transportation
George W. Squiggins 35
"No Smoking"....B. S. Mace 37
Operation of Stations Under Present General Conditions...A. J. Bell 39
The Student in the Railway Business....Railway Age Gazette 41
Our Passengers Like Our Service....O. P. McCarty 47
Collecting for Excess Baggage....J. F. Parmalee 49
Little Talks on Little Leaks....A. N. Martin 52
Editorial.... 58

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only. : : : : : : : :




GERMAN TRAIN BLOWN UP BY FRENCH MINES IN NORTHERN FRANCE

Our New York Operations and Their Relation to the System as a Whole

Address of C. C. F. Bent, Vice-President, Staten Island Lines, at Deer Park Operating Meeting

Mr. Chairman and Fellow Employes:

On the subject of operations at New York, with their relations to the System as a whole, we would first call attention to the very competitive conditions existing there, in which are concerned nine different rail lines participating in trunk line business, not to mention the several "differential" water and rail lines which enter into competition with all-rail lines to points where time is not an important element.

The latest report shows percentage of Trunk Line business out of New York handled by the nine different lines as follows:

Pennsylvania Railroad	20%
New York Central Railroad	18.2
Erie Railroad	16.7
Delaware, Lackawanna & Western Railroad	16.6
Lehigh Valley Railroad	13.1
Baltimore and Ohio Railroad	8.5
West Shore	3.3
Central Railroad	3.1
New York, Ontario & Western	.5

The lines having the greater number of receiving stations or those most advantageously located in Manhattan and Brooklyn, of Greater New York, naturally draw the greatest amount of business. Where they have territory to serve which is local to New York, they need a large number of receiving stations conveniently located to the wholesale district. And it is a fact that all lines entering New York with the exception of the Baltimore and Ohio have territory to serve which is local to their line. In connection with the favorable location of receiving stations for securing business, there must also be considered the location of assembling yards where cars received from stations can be taken and promptly made up into trains, and where freight to various points can be consolidated for the purpose of reducing the number of cars in train and increasing the tonnage per car.

With the exception of the New York Central and the Baltimore and Ohio, all western trunk lines have a terminal, or point of assembling their freight and making it up into trains, on the Jersey Shore of the harbor, directly opposite Manhattan, where most of the business originates. We have our terminal on Staten Island, in Richmond Borough of Greater New York, five miles from Manhattan and where the regulative powers of the Public Service Commission govern as they do in Manhattan and other Boroughs. Here, also, the local Board of Health supervises the conditions governing smoke and the noise of escaping steam and requires the using of anthracite coal on switch engines, and the elimination of the whistle (except in case of danger). All of this, of course, has a tendency to retard the handling of business in a busy yard.

With this review of the conditions governing at New York, the originating

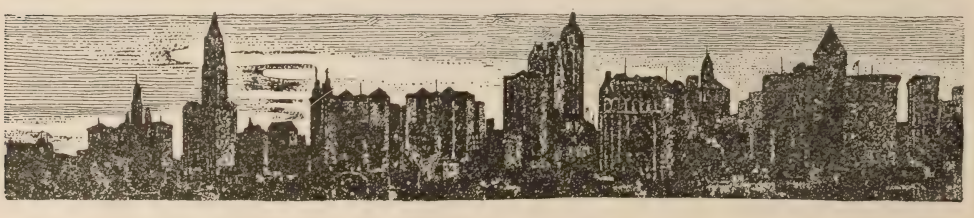
point of a large amount of high class freight, it is our thought that the relation of operations there to the System as a whole, is different from that obtaining at other points, and we think that New York, therefore, should be treated more liberally than other points on the System in respect to facilities and transportation.

All other things being equal, we believe that "good time," or, more important still, "regularity of time," is the governing factor. While we believe that three days' time to destination will get more business than four days' time, yet we also think that the latter made with greater regularity than the former, would, in the end, command the most tonnage.

The traffic department has frequently called our attention to its handicap in securing business out of New York, due to certain restrictions on the Baltimore and Ohio which do not govern on other competitive lines at New York, and among other things has been mentioned the difficulty of forwarding to destination all freight on same day as received. This has been due to several causes,—first, the high minimum loading of cars; and second, the early departure of trains.

It has been suggested that to certain competitive points we be allowed to ship "regardless of tonnage" and not to any transfer point, in case of having less than the minimum. As a means to that end we have been allowed a reduction of minimum from 10,000 to 7,000 pounds per car and this has resulted most favorably in reducing work at the transfer station and securing departure of trains "on time." With additional facilities already authorized for the transfer station, and with a more liberal policy in regard to "loading to destination," regardless of tonnage in certain instances (as requested by the traffic department), it is hoped that we may be put on a par with other lines and at the same time succeed in loading a fair tonnage per car, and forward all freight to destination on the same day as received. When it is considered that some of our freight, originating at ten different points in greater New York, must often be rehandled at transfer station, it will be appreciated what is meant when we say that we will forward to destination, from New York, all freight received from all points on the same day as received, especially when it is understood how much our movements depend on weather and tide.

It is because of the several conditions outlined, which govern the securing and forwarding of freight at New York, that we have felt that we should be treated much more liberally and not in direct comparison with any other point on the System. With the small percentage of trunk line business now secured by the Baltimore and Ohio as compared with other lines out of New York, we could hardly expect to have service independent of other points on the System, or to run trains direct to western points regardless of other intervening stations. But we believe that this condition will finally become necessary to put us on a par with other lines out of New York. The necessity for an earlier departure in order to consolidate with business from other points on the System has prevented the consolidation of freight from all points and its being forwarded on the same day, but with the removal of certain restrictions and with additions to our facilities many of these difficulties of early departure will be overcome. And we feel sure that, with the more liberal policy which has recently been decided upon for New York, there will result an increase in the percentage of business to our line, which will favorably affect the System as a whole.



Non-Enforcement of Law by Proper Authorities Responsible for Large Annual Death Roll of Trespassers

By A. Hunter Boyd, Jr.
Assistant General Attorney

AMERICAN railroads are frequently criticised because of the large number of persons killed and injured in railroad accidents, and each year the newspapers headline conspicuously the death list, 10,000 or thereabouts killed annually. Comparatively seldom is the real truth set forth—that state, county and municipal governments and the general public, and not the railroads, are primarily responsible for 5,000 of the 10,000 deaths, to say nothing of as many injuries. Safety First is being preached and practiced by railroad companies with a resultant decrease in the number of deaths and injuries of passengers and employes. On the other hand, the state and its agencies with an inexcusable disregard for the safety of their citizens, allow 5,000 of them to be killed annually, *most of whom could be saved by the enactment and reasonable enforcement of laws.*

Laws prohibiting trespassing on railroads are in effect and strictly enforced in most of the countries of Europe. As a result, note this striking contrast between accidents to trespassers in Great Britain and in the United States.

Accidents to Railroad Trespassers

	KILLED	INJURED
United States 1901-1910	50,025	53,427
Great Britain 1901-1910	4,434	1,315

In England a fine of $10.00 is imposed for trespassing, and the law is enforced. There is a like situation in France, Germany and other continental countries. In Canada the penalties are fines up to $50.00 and imprisonment up to two months, and here again the law is enforced.

In the United States few states have laws directly prohibiting trespassing on railroad tracks or rights of way. Some laws prohibit trespassing on posted lands or trespassing on lands after notice to keep off has been served. While these latter can be and are to a certain extent applied to railroads, the methods provided are cumbersome. Quite a number of the states prohibit unlawful train riding.

However, laws unenforced are of no value, and, generally speaking, such anti-trespassing and train riding laws as we have in this country are in most instances dead letters. Even though many railroads furnish at their own expense officers to arrest trespassers and to take them before the justices of the peace or other judicial tribunals, the results in most instances are acquittals or nominal penalties. Naturally, conditions vary widely in this respect, and in some places there is a sincere and earnest effort made by the authorities to enforce such laws as they have, but, generally speaking, the administration of these laws would be laughable were it not that the failure to enforce them results in 5,000 deaths a year.

Trespass Report—United States

For the Year 1914

Accidents, 10,785

	NUMBER	PERCENT.
Extent of Injury—		
Killed	4,746	44
Loss of one limb	826	8
Loss of two limbs	172	1
Other injury	5,041	47
Place—		
In country district	3,421	32
In city	3,482	32
In town or village	3,882	36
Residence—		
Near place of accident	4,994	46
Far from place of accident	3,876	36
Unknown	1,915	18
Was injured person living at home with family or parents—		
Yes	4,914	46
No	4,303	40
Unknown	1,568	14
Sex—		
Male	10,224	95
Female	561	5
Domestic status—		
Married	2,359	22
Single	4,618	43
Unknown	3,808	35
Occupation—		
None	1,846	17
Unskilled laborer	3,675	34
Skilled laborer	1,160	11
Profession	159	1
Merchant	99	1
Clerical	134	1
Housewife	281	3
Unknown	3,431	32
Regularly employed at time of accident—		
Yes	2,391	22
No	4,346	40
Unknown	4,048	38
Nature of accident—		
Walking on track	4,712	44
Riding on train	3,840	36
Other accidents	1,511	14
Unknown	722	6
Was injured person known tramp or hobo—		
Yes	1,313	12
No	6,326	59
Unknown	3,146	29
Age—		
5 years or under	145	1
Over 5 years but not over 10 years	339	3
Over 10 years but not over 15 years	565	5
Over 15 years but not over 21 years	1,608	15
Over 21 years but not over 30 years	3,437	32
Over 30 years but not over 50 years	3,048	29
Over 50 years but not over 60 years	627	6
Over 60 years but not over 65 years	247	2
Over 65 years	316	3
Unknown	453	4
Was injured person intoxicated—		
Yes	1,789	17
No	5,455	50
Unknown	3,541	33
Nationality—		
American	7,282	68
Foreign	2,086	19
Unknown	1,417	13

Coming nearer home, the number of trespassers killed annually on the Baltimore and Ohio and the Baltimore and Ohio Southwestern Railroads is 293, one death in every day and a quarter. The following table shows the record for the past five years:

Trespassers Killed and Injured

BALTIMORE AND OHIO AND BALTIMORE AND OHIO SOUTHWESTERN RAILROAD COMPANIES.

FISCAL YEAR	KILLED	INJURED	TOTAL
1911	305	266	571
1912	297	262	559
1913	327	241	568
1914	290	264	554
1915	247	268	515
Total	1,466	1,301	2,767

There is an impression more or less general that trespassers are almost always tramps or hoboes, persons whose lives are not particularly valuable to the community at large. In order to get some correct data on the subject the Association of Railway Claim Agents appointed a committee, which has gathered some exceedingly interesting statistics for the calendar year of 1914. Detailed reports of trespassers killed and injured were made by steam railroads representing a mileage of 231,000 miles. The consolidated report is on page 8, opposite.

It will be seen that fifty-nine per cent. were known not to be tramps or hoboes, and probably a large proportion of the twenty-nine per cent. "Unknown" were not of this class; thirty-four per cent. were unskilled laborers and fourteen per cent. skilled laborers and professional and business men. In other words, it was definitely known that about half of those killed and injured were bread-winners. This is further emphasized by the figures showing that forty-six per cent. were known to reside near the place where the accident happened, that they were not wandering vagrants; furthermore, twenty-four per cent. were not more than twenty-one years of age, showing the awful toll among children. It would well repay those responsible for the enactment and enforcement of laws to analyze this report carefully. Hundreds of thousands of dollars are spent annually, and properly so, in the fight against tuberculosis and other diseases, but little is done to reduce the casualty lists of trespassers, notwithstanding the fact that it is far easier and cheaper to prevent this class of persons from being killed and injured than it is to save those ravaged by diseases.

Model Trespassing Bill

Section 1. It shall be unlawful for any person to trespass by being upon, going upon, or walking along, without right, any railroad track, right-of-way, or station grounds.

Section 2. It shall be unlawful for any person, not being a passenger or employe, but a trespasser, to get on or off or to ride upon, any railroad train, car or engine, or part thereof.

Section 3. Any person convicted of the violation of either of the preceding sections shall be punished by a fine of not less than $10.00 or more than $100, or by imprisonment in jail not exceeding thirty days, or both.

The above and similar bills, fostered by the Railway Business Association, the Anti-Track-Walking Crusade and like associations, and by the railroads individually and through their committees on legislation, have been introduced in many legislatures during the past couple of years. So far there has been little success in enacting these bills into laws, and only a strong public sentiment will accomplish the desired result. Legislators are usually too much engrossed in other matters to give any attention to such small affairs as these laws to prevent people from being killed, and this state of affairs will continue until our representatives are made to understand that this is not a matter of small importance.

But the passage of such laws is not half the battle. In those states where they are on the books in some form or other, they are largely dead letters. We must aim to create a public opinion that will demand not only laws prohibiting trespassing, but their strict enforcement. That results can be obtained is

readily seen by the comparison of the trespasser casualty lists of Great Britain and the United States. Differences in conditions and temperament make it less hopeful that we, in this generation at least, will be able to accomplish what European countries have accomplished, but that many lives can be saved with any kind of reasonable efforts is self-evident.

The Interstate Commerce Commission and the various state commissions might well give some aid to this movement, and it is only fair to say that a few, very few, state commissions have been quite active in this cause. Most of them, however, get very much wrought up over the train or crossing accident that kills one or two persons and do absolutely nothing to save the thirteen or fourteen trespassers killed every day of the year.

As a part of our Safety work it should be the aim of each employe to do what he can to create in his community a sentiment against trespassing; a sentiment that will compel legislation and enforcement of laws passed. The legislatures in most of our states will not meet again until 1917, but we should begin our fight now. It may be that in some towns we can secure ordinances that will remedy the trouble locally. Much is being done at various places in the way of instructing school children of the dangers of trespassing, and our General Safety Committee has done much in this movement. Let the Division Safety Committees and each individual employe, as a safety committee of one, use every influence, and exert every effort to keep all unauthorized persons off the tracks and right-of-way.

An American Fireman in France

PARIS, France.

To the Editor of the Railway Age Gazette:

The arbitration of the enginemen's and firemen's demands in America has interested me greatly. As you say, their principal argument is that their earning power has increased because of the greater efficiency of the locomotives, but I wonder if they would have refrained from asking an advance in wages if their productive power had not increased because many ancient locomotives had been kept in service, and comparatively few modern ones added, as is the case on the Continent?

I am now engaged in firing on the French State Railways. A comparison of the working arrangements and wages in France and the far better working conditions in the United States may be of interest. To begin with, there is no overtime in France, nor is there any 16-hour law. An engineman might be on duty 24 hours; he would have to remain on duty until he had finished his run, and he would not receive a cent of overtime. Payment in road service is by distance, and in switching service by the day of 12 hours, two hours being allowed for the mid-day meal. Coal premiums, figured on a ton mile an hour basis, are paid to engineers and firemen. Fines are imposed for losing time if the crew is to blame, and a bonus is paid for making up time. Nearly all freight trains, including extras, are run on schedules. Engineers of fast expresses make (including premiums) up to 600 francs ($120) a month, and firemen up to 300 francs ($60), but their work is double that in the United States. For example, divisions up to 150 miles are doubled every day, the men frequently being on duty 13 to 14 hours. One day off in every 10 is given in any class of service.

The fireman has to clean the fire. At the end of the run he has to clean out the smokebox, where two barrels of cinders usually collect, clean out the ashpan, which is flat and not self-cleaning like those in America, fill the sandbox (the sand usually has to be carried in buckets from the sand-house), and clean the entire engine, including the polished steel motion work, but not the wheels. The tender is not cleaned and the contrast of a clean engine and dirty tender is peculiar. Inside motion (most of locomotives being of the four-cylinder type) is not cleaned, with the result that the engineer gets a nice oil, grease and dirt bath when oiling. The fireman has to spend fully an hour after coming in to fix up the engine, and it is evident that on a French engine he is the man behind the gun.

There are other things that might be mentioned, such as the poor protection afforded by cabs, the lack of seats and the bad arrangement of cab fittings. Arrangement is a misnomer—the fittings were never arranged—they just happened that way. The tenders are also very poorly arranged, and 75 per cent. of the coal must be shoveled forward. A large number of the engines, including particularly those in freight and switching service, are old, having been built in the 'sixties, 'seventies and 'eighties, and have no other brake on the engine than the Le Chatelier water brake, and on the tender only a hand brake, which the fireman has to operate.

Other inconveniences could be mentioned, but these will suffice to show how splendid American working conditions are as compared with those here.

A peculiar arrangement here is that whereby, after 25 years' service, employees are retired on a pension of 1,500 francs ($300) a year. This takes them away when they are at their best for railway work, and it makes one wonder what an active man of 45 or 50 would do with himself when released from service.

W. G. LANDON.

Operations—What Has Been Accomplished and Future Possibilities

Address of C. W. Galloway, General Manager, Baltimore and Ohio, at Deer Park Operating Meeting

Mr. Chairman and Fellow Employes:

After the encouraging letter from the president which was read to you this morning, and the admirable address of our third vice-president, I feel that it will be somewhat difficult for me to deal with the subject that has been assigned to me today. I could tell you in very much less than thirty minutes what I have accomplished. I could tell you that in about thirty seconds. But if you are going to have me deal with the subject from the standpoint of what *you* have accomplished, I want thirty days at least.

The first half of the last fiscal year was, as we all know, a rather poor one from the standpoint of our showing. It is no secret to say that we were not doing well, and we started in the first of the calendar year confronted with a situation that was daily becoming more embarrassing. It was becoming embarrassing, not only from the standpoint of the criticism within the family—and a very proper criticism—but it was becoming embarrassing because of the criticism from without, in the press and from the financial interests. In fact, we were near our wits' end when we on the territory under my jurisdiction got together in February for a meeting on the question of what further we could do with our expenses. And the results which have come since have proved that that was a turning point in our careers as railroad operating men.

We met and discussed the problems which we had theretofore endeavored to handle more or less by writing letters. Our first meeting was a most interesting one, because none of us then knew the method of procedure that we would follow, so we got down and dug our way through,—we constructed a foundation. And I am happy to say that that foundation has proved a firm one, so firm that we have stood solidly on it without a break ever since, and have accomplished really more than we thought we could; it has surprised me and it has no doubt surprised you—I know it has surprised Mr. Thompson and the president.

Following that conference we had difficulty in keeping up with the better operations that were brought about by the officers all over the territory. They found ways and means to bring about a reduction in the expenses that at that time were bothering us so much, and the improvements that were worked out were so various and numerous, that it was hard to keep track of them. A good result would surprise us in one place until we found it outdone in another. Some question would arise in our meetings as to what had been accomplished on one division when an officer of another division would show that while that was good, he had done something better. And so it has gone on with good-natured rivalry stimulating each man, until today we are glad indeed

for having started those meetings; we have every reason to feel that they have been valuable and we must continue them.

In perpetuating those meetings (though at the time we did not realize the benefit that they would be to us) we also concluded that we wrote too many letters, and that if the meetings resulted in what we hoped for, the practice of sitting face to face with a man and talking out with him what he was expected to do, advising and encouraging him in every way possible, would have been proved so far preferable to telling him these things in letters, that it would be best to stop writing letters. And we did this. So the meetings have continued regularly each month. Yesterday was the fifth, when we reviewed what we had accomplished in the past five months—not the transportation department alone, but all the operating departments; and I will repeat a remark that I made yesterday— "after we got through we did not hate ourselves a bit."

We have developed the standard operation, a seed which was planted right here on the Cumberland Division. It quickly proved a healthy seed and we have sowed it over all divisions, and it is producing good results on all of them. It is capable of further refinement. In fact it is being refined so much that it keeps our Bureau of Statistics busy in marking up the high spots that have been reached. When I call for my cards I sometimes find that they don't represent the true condition, because something better has been accomplished since they were last brought up to date. I then have to send over and have the immediate standard checked if I want to know exactly what is being done.

The allotment plan mentioned by the chairman this morning is one that we have found very profitable. Instead of spreading the allotment out as a blanket proposition, we take the conditions as units and apply to each a separate allotment. And it is indeed surprising what has been accomplished by this method. We have felt so much encouraged over the results that the plan will be continued. In fact the good showing of the last few months will possibly enable us to be a little more liberal during the coming fiscal year. And by following out some of the economies that have been developed during the times in which it was necessary for us to give this subject most extraordinary attention, we anticipate that the coming fiscal year will be even more gratifying in the results that are obtained.

After having passed through this critical period (the causes of which I will not repeat, as Mr. Thompson spoke of them this morning), we find ourselves today with our dividend assured. Our credit is unimpaired; our efficiency is the highest it has ever been; our car miles are increasing; we are handling our business with fewer cars; the line is freer than I have ever known it. No single man—and I have said that before in our meetings—no single man is responsible for this condition, but it is attributable to the earnest and intelligent management and enthusiastic support and cooperation of the men in this room and their subordinates.

Do Unto Others—

IF Employe Blank takes three copies of one issue of the Employes Magazine and sends two of them to people not employed by the Company, he deprives two of his fellow-workers of their copies. The Company publishes enough Magazines each month to supply each English speaking employe with one copy, but it is not expected that any employe will appropriate more than one copy for his own use. Cooperation along these lines will be appreciated.

How Your Salary is Paid—The Whys and Wherefores of Disbursements Accounting

By G. H. Pryor
Auditor of Disbursements

THE late W. H. Ijams, for so many years treasurer of the Baltimore and Ohio Railroad Company, was wont to relate with a great deal of relish, a story of the early days of the Company, which I am going to repeat here as an apt illustration of the value put upon figures and accounts generally by the railroad officials of that period. It happened back in 1856 or 1857, when Chauncey Brooks was president of the Company and Mr. Ijams filled the positions of secretary and auditor in addition to that of treasurer, and his entire office force consisted of just one clerk—the late William Ing.

One day the treasurer,or maybe it was the auditor or, perhaps, it was the secretary (anyhow it was W. H. Ijams), discovered that the Company's only ledger was pretty well filled up with accounts. He notified Mr. Brooks of this condition and asked authority to purchase an additional book. Mr. Brooks gazed rather severely at the treasurer and said:

"Don't you know, Mr. Ijams, that a multiplicity of books is a ruinous waste. So much useless bookkeeping produces only one thing—expense, and is to be avoided as much as possible. All you need for keeping the accounts of this Company is one book, in which you put down on one side what is taken in and on the other side what is paid out, and as you can't pay out more than you take in, the difference between the two must show your profit. I certainly cannot see the necessity for any other bookkeeping."

Mr. Ijams used to conclude the story by saying that he purchased the additional ledger out of his personal funds and that it was quite some time before he could induce Mr. Brooks to reimburse him. And Mr. Brooks was only typical of the railroad manager of his day.

When we stop to think how little the railroad managers of early days had to guide them, it is rather remarkable that they achieved the successes that crowned their efforts. The clerk, the bookkeeper and the accountant were all regarded as non-producers and as evils that had to be put up with, at least to a limited extent—and the extent was very limited indeed. Thirty years ago—yes, and even twenty-five years ago, railroad accounting was very chaotic. Every railroad had its own peculiar set of accounts and no two were alike, so that it was impossible to compare the operations of one road with those of another on anything like a reasonable basis. But, as the famous colored philosopher, Bre'r Jasper, remarked on numerous occasions, "De Sun do move;" and so has railroad accountancy—and with seven league boots, too.

Back in the 80's there were many bright minds in railroad accounting work and these saw the necessity for something in the nature of uniformity for all carriers and they set to work to bring about this result. This movement started about 1884 and was fostered by such brilliant accountants as Marshall M. Kirkman of the Chicago & Northwestern, G. L. Lansing of the Southern Pacific, H. D.

Bulkley of the Baltimore and Ohio, Max Riebenack of the Pennsylvania, Stephen Little of the Denver & Rio Grande and others of like calibre, and resulted in the organization of the Association of American Railway Accounting Officers in economically administered and which of them offers the best field for investment.

To a much greater extent, the experienced railroad executive may also see at a glance how his operations for any given period compare with any other period and



BATTERY OF COMPTOMETERS FOR TESTING EXTENSIONS ON PAY ROLLS

1888. Since its organization this association has proved itself one of the most active of all railroad bodies and has persistently sought to advance the science of railroad accounting with the result that, today, all carriers in this country are operating under a system of accounts identical in every respect, because it has been made mandatory by the Federal Interstate Commerce Commission. The Interstate Commerce Commission and the Association of American Railway Accounting Officers have worked hand in hand for more than twenty years in the matter of accounting and no move affecting accounts has been made by either body without a full, free and unrestrained discussion of the merits of the case on both sides. It is possible now for a layman with very little application to compare the operations of the different carriers or compare the operations of all carriers to some fixed standard to determine whether or not these properties are wisely and if, in his judgment, the current period is too high he is in a position to ascertain what portion of the operations he considers too high and direct a remedy.

The Classification of Operation Expenses, as prescribed by the Interstate Commerce Commission and in effect at the present time, calls for the division of expenses incident to the operation of a railroad into 197 different parts called "Primary Accounts." These accounts are grouped under general heads as follows:

Maintenance of Way and Structures	79
Maintenance of Equipment	37
Traffic	9
Transportation—Rail	50
Transportation—Water	3
Miscellaneous Operations	6
General	12
Transportation for Investment	1

The Commission, realizing the necessity for statistics that could not readily be compiled from these primary accounts, gives permission to each carrier

to further sub-divide as far as it deems necessary for its purposes, provided that the sum of all the sub-divisions or, as we call them, "Sub-primary Accounts," aggregates the sum of the primary account of which they are sub-divisions.

The Baltimore and Ohio has taken advantage of this concession to the extent that it has created 178 sub-primary accounts, so that the operating expenses of this Company are now kept under 375 different heads. For instance: under Maintenance of Way and Structures we have a primary account that reads "Roadway Maintenance," which takes care of a great deal of maintenance work and this Company has deemed it wise and expedient to divide it into seven sub-primary accounts, one of which takes care of the expenses of caring for the roadbed, another for general cleaning, another for watching roadbed, another for cost of bank protection, etc. So that while the primary account itself could not tell us how much had been spent for work train service or how much for general cleaning or how much for track charges, the sub-primary accounts do tell us these separate items at a glance.

Again, under "Transportation—Rail" we have a primary account with the caption "Train Supplies and Expenses" and this account takes care of all expenses in connection with the operation of the cars, exclusive of wages of the crews. For statistical purposes and for purposes of quick analysis we have sub-divided this account into sixteen sub-divisions, so that we can readily tell what it costs each month to clean passenger cars as well as to clean freight cars, and what it costs to lubricate passenger cars as well as freight cars, what it costs for detouring passenger trains and what it costs to detour freight trains, etc.

It will be seen from this that the accounts are pretty thoroughly sub-divided and these additional statistics afford, as soon as they are compiled, a rapid means of determining whether or not the month's operating costs have been high or low and in what respects they have been either.



BATTERY OF "MONEY WRITING MACHINES" FOR WRITING AMOUNTS IN PAY DRAFTS

But this is not the end of the story, because even though our train cost accounts and our station labor accounts and other accounts show a decrease, has this been brought about by a decrease in traffic movement and if the traffic movement has decreased, have the expenses

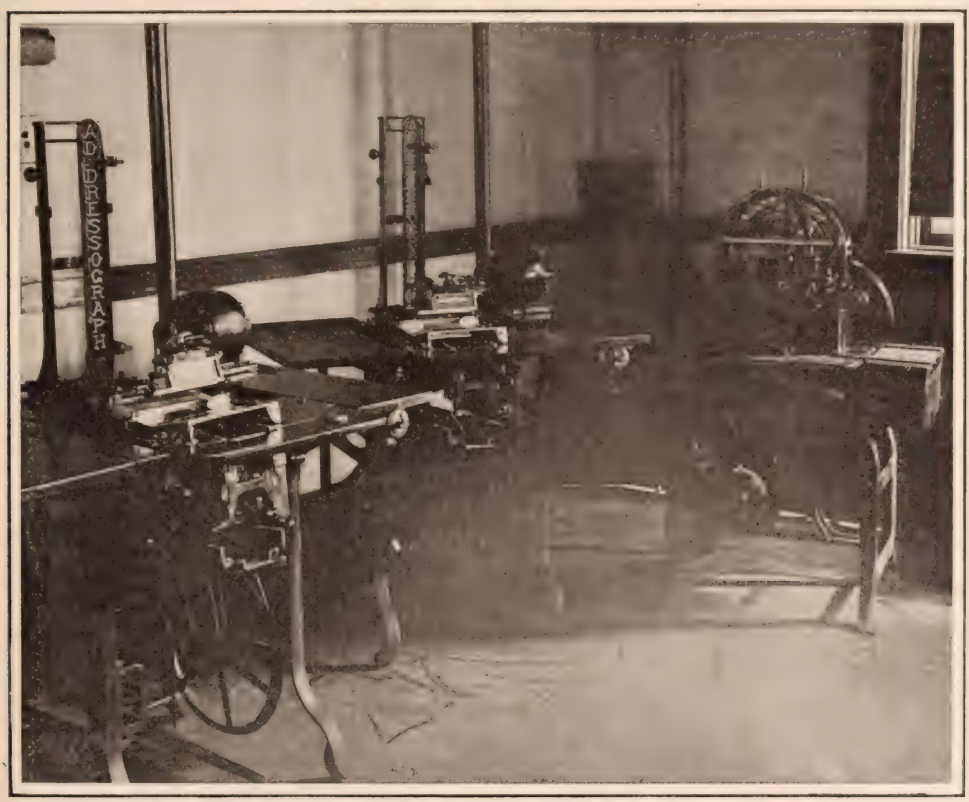
decreased more or less in proportion to the decrease in traffic? So we prepare other statistics showing the "Tons Moved One Mile" and the "Tons Per Train Mile," "Tons Per Loaded Car Mile," the "Cost Per Train Mile" and "Cost Per 100 Tons One Mile," and with this information in hand the management is in a position to measure and weigh and point out the weak spots and, of course, apply the necessary remedies.

These are some of the reasons for disbursements accounting and, notwithstanding the tremendous advances made in this branch of the railroad service during the past twenty-five years, the individual auditors, the Accounting Officers Association and the Interstate Commerce Commission are constantly on the alert for further improvements and additional means for making this work more effective and consequently of more value to the operating branch of the service.

Have you ever seen a copy of Baltimore and Ohio form 699, a classic among our forms? Its printed title is "Comparative and Detailed Statement of Operating Revenues and Expenses" and it shows under the primary accounts the cost of operation for the current month as compared with the same month of the previous year, and the accumulation for the fiscal year, including the current month, as compared with same period last year. The Baltimore and Ohio System is divided into eighteen accounting divisions and form 699 shows the information for each division. It represents the last result of building up the operating expenses each month and while it naturally carries a great many figures, to read over one you would never guess at the vast amount of work or the millions of figures it is necessary to handle in order to compile the form.

The question has frequently been asked, not only by laymen, but by railroad men as well, "How do you get together these figures representing operating expenses?" There is no mystery about the matter—merely hard work and plenty of it—and just as the engineer starts to build his bridge from the ground up, so does the auditor compile his figures. Take the matter of labor, for instance. As a railroad man, have you ever asked yourself "What does the timekeeper do?" If you have, I wager the answer has been in nine cases out of ten, "He keeps the time and makes up the payrolls." True enough as far as it goes, but it goes just about twenty-five per cent. far enough. It is true that the timekeeper in addition to preparing numerous statements for the operating departments does keep the time and does make up the payrolls. If he didn't, some of us would feel mighty blue about payday. But, in addition to that, he goes over each time slip after it has been verified and designates to which operating expense account the money represented by the slip is to be charged. When we stop to think to what important uses these expenses are put in the measurement of operations it must be agreed that the timekeeper's responsibility is rather a grave one because if he does not distribute his time to the proper accounts and in the proper manner he causes the auditor to build up false measures bringing about improper comparisons and causing confusion in all directions. But our timekeepers are all well-trained, reliable men and in the main, they do their work better than similar employes on other carriers with which the writer has come in contact. Rarely, indeed, do they make a slip of sufficient consequence to cause trouble. At the end of the month they get together these thousands of time slips and send a report to the auditor of disbursements showing the primary and sub-primary accounts to which the thousands of dollars expended for labor must be charged. Our time runs up to midnight of the last day of the month and the timekeeper cannot close his records for the month until after that hour. Then he must balance his time sheets and get out his payrolls in time to have the latter in the auditor's office about the fifth or sixth of the month. He then gets right to work on his distribution and that goes to the auditor about the seventh or eighth of the month. This is very quick work and it speaks volumes for the efficiency of our timekeeping force that very few errors are made either in the payrolls or the distributions.

When these distributions come to the auditor, they are carefully checked and compared by experienced men, who are quick to detect discrepancies, and if they are found correct they are recorded in their proper places on the big record books of the office. In the meantime another period makes a bill against the department receiving the supplies and shows to what accounts the cost is to be distributed. These bills also come to the auditor and are added to the labor distribution, as are similar bills from almost every department.



LEFT—ELECTRICALLY DRIVEN ADDRESSOGRAPH MACHINES FOR WRITING NAMES IN PAY ROLLS
RIGHT—ELECTRICALLY DRIVEN GRAPHOTYPE MACHINE FOR MAKING THE NAME PLATES

force of men have been handling the thousands of bills that come through each month for miscellaneous purposes, such as gas, electricity, water, fuel, telephone and supplies of all kinds. These bills are all approved by the official responsible for the expenditure and the auditor of disbursements distributes the amounts to the proper primary and sub-primary accounts.

The storekeeper keeps a record of all materials and supplies he sends out during the month and at the close of the

Each master mechanic, for instance, furnishes a statement at the close of the month showing how much coal has been used during the month and for what purpose it was used. The auditor has already worked up the average cost of the coal from the original invoices and he applies this to the tonnage reported by the master mechanic and thus gets at the cost of the fuel consumed during the month.

Locomotive fuel is one of our largest items of expense—the largest, in fact,

next to labor. Last year it cost over $5,600,000 to supply our yard and road locomotives with fuel. The accuracy of our fuel statistics depends entirely upon the accuracy of the reports of fuel consumption as furnished by the master mechanics. So, in consideration of the immense amount involved, it behooves everybody interested in the consumption as well as the reporting of fuel to be on the alert and at all times to see that these reports are absolutely accurate, so that the operating officials may have reliable data on which to build their safeguards against waste.

When we receive our paydrafts twice each month I presume that not many of us hold on to them long enough to study the characteristics of their make up and perhaps you may not have noticed that your name, roll and line numbers and the amounts due are printed. This makes these drafts very distinctive, easy to handle by the banks and reduces to a minimum the possibility of making a mistake in the amount when cashing them. The handling of payrolls and the preparation of paydrafts is a very interesting part of the work of the auditor of disbursement's office. Since the inception of the twice-a-month pay plan, this work has been reduced to a basis of mathematical exactness so as to avoid the confusion that would inevitably result otherwise for the reason that we have barely cleared up the payrolls of one period when the rolls for the next period are before us.

Three or four days before the close of each period the timekeepers "block out" their rolls; that is, they write in the names of all employes shown on the time sheets up to that moment. A copy of this "blocked" roll, which contains nothing but the names, is forwarded to the auditor of disbursements and shows the exact line-up of the employes as they will appear on the regular roll when it comes to us. There are cabinets in the auditor's office containing metal addressograph plates and each plate has the name of an employe. These plates are checked against the "blocked" roll and the names arranged in the cabinets in the same order as they appear on the rolls. If there are any new names on the rolls new plates are cut on a machine constructed for that purpose and called the graphotype. If there are any plates for which no corresponding names appear on the rolls, these are removed from the cabinets and put in reserve, so that in the end the name plates in the cabinets correspond with the names as they appear on the rolls. Then, as a matter of economy in time and before the receipt of the regular payrolls, the paydrafts are run through the addressograph machine and the names, roll number and line numbers printed thereon. The half completed drafts are then carefully put away under lock and key and held until the moment arrives for writing in the amounts.

Every timekeeper has his schedule and knows exactly the last train on which his payrolls may leave for Baltimore. He is privileged to send them ahead of time but it is a very grievous offense indeed to send them behind time, and I am glad to say that this rarely happens and then only for good reasons. When the rolls reach the auditor they are carefully scrutinized as to extensions, deductions, additions and subtractions and balanced against a summary which the timekeepers send along with the rolls. Our rolls are carrying at the present time about 65,000 names each period or 130,000 names each month and each of these involves from four to ten calculations. It would smack of the millennium if all these thousands of calculations were set down correctly on the rolls and, of course, this is not a fact. On the other hand, the number of corrections we have to make is gratifyingly small, in proportion to the whole, but even then the telegraph wires are kept busy for four or five days getting the rolls lined up to the last penny. After this is accomplished the rolls are turned over to the clerks who operate what we term the "Money Writing Machines." These are the machines that print the amounts in the drafts and complete the latter.

Under the old order of things, when we wrote the paydrafts with pen and ink, a full average day's work was 750 drafts per clerk and this was considered an exceedingly high average by other roads

doing similar work. Now one operator on the addressograph machine printing in the names can keep seven operators on the money writing machines supplied with material and these eight people have frequently turned out 16,000 completed paydrafts in a working day of eight hours, or an average of 2000 per clerk per day as against the old average of 750. When the drafts are finally completed, they are sent to the paymaster, who distributes them in the manner with which you are all quite familiar. You will recall that there is seldom a variation of a day in payday and then only when a Sunday or holiday intervenes.



ELECTRICALLY DRIVEN CALCULATING MACHINES

You might think that, having audited the rolls and prepared the drafts, the auditor had completed his job. But such is not the case, for, when the drafts come back to our treasury from the banks which everywhere have cashed them, the auditor must verify the value of each lot and on these verifications the treasurer settles with the banks. Then the auditor checks the cancelled paydraft against the original payroll to see that the amount of the draft has not been tampered with and to furnish data for balancing our payroll disbursements. And then we file the drafts away and hope that we may not have to disturb their repose until they are carted away to the macerating machine.

Another feature of our work which doesn't attract a great deal of attention but is very exacting is the preparation of bills against other railroads for car repair work performed for them and the checking and vouchering of their bills for similar work performed for us. This is what is known in railroad parlance as "M. C. B. billing." The interchange of traffic brings to our lines thousands of foreign cars and it is inevitable that some of these must break down for one cause or another while in our possession. We make the necessary repairs to this broken equipment and if the fault is with the owner we are empowered to bill him for the cost. The Master Car Builders' Association has elaborated a code of rules under which these bills are prepared and this code is very intricate indeed. An improper interpretation of some of the rules would result in serious loss to the Company and to avoid this we have the bills checked by men whose long years of experience with the rules make them experts at the game. These men not only check our data for billing against other carriers but they also check bills of other companies against us. We also have traveling inspectors on the road at all times. Their duty it is to call at the car repair points and see that the car foremen are rendering proper information for billing purposes and to instruct them as to the proper procedure where this is necessary. This work would hardly appeal to the average observer as being of

much moment but it is a fact that under normal traffic conditions we bill against other companies each year for over $1,250,000.00 for car repair work and at the same time we pay out nearly a million dollars for the same kind of work. These amounts, it appears to me, are sufficiently large to warrant the care we take in handling the multitude of details that go to make them up.

Twice each year for many years past the newspapers have regularly announced that the directors of this Company had declared a semi-annual dividend of such and such a per cent. on the common and preferred stock. If you happened to be the fortunate possessor of a share or more of stock the thing that principally interested you was that on a certain day you received a check from the treasurer for your dividend. Just what the making of this and similar checks meant to the railroad company perhaps has never occurred to you and I will endeavor briefly to outline the work necessary to execute successfully the order of the directors for the payment of a dividend.

The Baltimore and Ohio maintains in New York City, in the heart of the financial district, an office for the transaction, primarily, of certain financial business and, incidentally, a great deal of other business. In this office are maintained the stock transfer books in which is registered the transfer from one person to another of every share of stock, common and preferred, issued by the Company. In addition to this, there are numerous stock ledgers in which are recorded the amount of stock held by each stockholder, just as an ordinary ledger records under each account the business done through that account. After the transfers are recorded on the transfer books they are posted to the individual accounts in the ledgers and from these ledgers each six months is compiled a balance sheet, commonly called the "Dividend List." This list shows the name of each stockholder and the number of shares to his credit and the amount of dividend due him. It is part of the work of the auditor of disbursements to see that these ledgers are in balance, that the dividend list is absolutely accurate in accordance with the ledgers and that each check drawn in payment of the dividend agrees in name and amount with the list. There are more than 30,000 Baltimore and Ohio stockholders at the present time and it requires nearly 28,000 checks to distribute the dividends, as sometimes several stockholders authorize the same individual to make collections for them, in which case the various payments are consolidated into one check.

There are thousands of transfers of stock between each dividend period and the utmost accuracy must be observed in handling the distribution of these funds, which amount at the present rate of payment to about $4,500,000.00 each six months. Then there are the coupon interest payments, some of which fall due every month in the year. The holder of the bond clips the little coupon therefrom and forwards it to our New York office, through his bank or banker, and receives in return our treasurer's check for the interest due as represented by the coupon. It is the auditor's part of the work to verify the amounts of these coupons and to see that none of other issues are paid by us in error; also to cancel the coupons to prevent their presentation a second time and, finally, to check each individual coupon off on our records, which represent the bond from which the coupon was taken as well as the individual coupon itself. This record is valuable in that it shows at all times which coupons have been paid and which are still unpaid and is further utilized as a check against the coupon account itself.

There are many other phases of accounting that go to make the work of the disbursements office both absorbing and interesting, but I am afraid I have already transgressed too far on the space and good nature of the editor. There may be here and there one of the old school managers, who still believes that he can run a railroad without figures, but he is hopelessly behind the procession and, like the buffalo, is rapidly becoming extinct. The modern, progressive, up-to-date manager looks upon the accountant as being just as necessary as the trainman, shopman or trackman in the proper administration of railroad affairs

and the skillful clerk who is "onto the job" is valued as highly as the employe of any other branch of the service.

In my thirty-one years' connection with the accounting department of the Baltimore and Ohio Railroad Company, I have always found the employes thoroughly loyal and ever ready to sacrifice their personal desires to the advancement of the Company's interests. They have always met every emergency and "delivered the goods," and today the Baltimore and Ohio accounting department holds the proud distinction of being the first of any railroad company in the country to get together each month a statement of its operating revenues and expenses. Our system of accounting has been the model for innumerable other railroads. But we are not resting on our laurels, because every day we are striving to make the system still better, to eliminate useless things and institute new ideas that stand for progress, and in this work, I am glad to say, the supervision has the hearty cooperation and support of the rank and file.

Getting Away From the Conventional in Baltimore and Ohio Advertising

By W. E. Lowes
Assistant General Passenger Agent

HAVING made a good showing for the fiscal year ending June 30, 1915, and while the public was still talking about it, the Baltimore and Ohio Railroad took the lid off of its advertising and started a most unique campaign of copy to tell the public of the big improvements that had been made, and just what the line had to offer in comparison with its competitors.

The first large advertisement that was sent broadcast called attention to its service and scenery. This was followed by other big copy, explaining how one hundred million dollars were spent in four years for improvements in equipment, track, roadbeds and stations, resulting in a high standard of efficiency, and making possible a remarkable record of ninety-four per cent. on time for all trains on the System.

Of the one hundred million dollars, six millions were spent on the Magnolia Cut-off, that remarkable bit of engineering where stone mountains two hundred feet high were cut away to make room for four tracks, and at the same time shorten the line six miles.

One hundred million dollars is a large sum. It means ten thousand dollars every working hour for four years of working days at eight hours a day. This fact was placed before the public in a most unique manner, in newspapers and the Company's folders.

Another bit of copy entirely different from the conventional railroad advertising was an illustration of George Washington as a surveyor, laying out the original roadway in 1753, which was afterwards closely followed by the Baltimore and Ohio Railroad as the line of least resistance through the mountains to Pittsburgh.

"See America's First Railroad" was a clever slogan which the Baltimore and Ohio adopted, as it was the only railroad that could use it in the double sense.

Another interesting illustration was that of the observation car passing John Brown's Fort at Harper's Ferry, where a group of veterans are recounting their war experiences.

"Stepping Stones of the Western World," showed Plymouth Rock as the first stone of American civilization, with the cornerstone of the Baltimore and Ohio as the next step of greatest importance in the building of the new world.

Railroad Service Here and Abroad

From a Recent Address by E. E. Clark
Member Interstate Commerce Commission

I HAVE traveled some upon the railroads of Europe. They have some roads which, for those countries and for the services demanded from them, are excellent, well-equipped transportation agencies, which perform an acceptable service. They would not, however, be able to meet the demands in our country. Taking into consideration circumstances and conditions I think that we have the best railroad service in the world. There are many improvements that might be made, and some that ought to be made, but in general it is good and efficient.

The latest figures available show that the charge for the transportation of freight is much lower per ton-mile in the United States than it is in other countries. Glancing over comparative figures for recent years we find that the ton-mile revenue in various countries is: United Kingdom of Great Britain, 2.39 cents; Germany, 1.37 cents; France, 1.3 cents; Austria, 1.45 cents; Norway, 1.6 cents; Belgium, 1.14 cents; Switzerland, 2.92 cents; New South Wales, 1.76 cents; and South Australia, 1.94 cents; while for the United States it was in 1913, 7.29 mills.

These figures, however, do not tell all the story. Referring to other figures we find that the railroads of the United States move 2,737 tons of freight one mile per capita per annum, while in Germany, where the movement by rail is heavier than in other European countries, the railroads move only 582 tons one mile per capita per annum. I believe it has been recognized by successful business men that a large volume of business with a small profit on each transaction is more desirable than a small volume and larger profits on each deal.

The railroads of Europe are capitalized much more heavily than are those of the United States. They are much more completely equipped with signal and other safety devices than are our roads, and generally their roadbed and stations are more expensively constructed and with a view to more permanency.

In many of those countries the railroads are largely or wholly owned and operated by the governments But on the whole, such ownership and operation has not proven entirely satisfactory, and it certainly has not afforded the people cheaper transportation than could have been furnished under private ownership, properly regulated.

Schedule Performances and Other Ways of Giving Better Service—Our Relations With Regulatory Bodies

Address of J. M. Davis, General Manager Baltimore and Ohio Southwestern and Cincinnati, Hamilton & Dayton at Deer Park Operating Meeting

Mr. Chairman and Fellow Employes:

I have been told that when Mr. Thompson was made vice-president of this property, he instructed the transportation office, when making up the monthly reports showing performance of passenger trains, to indicate in red those divisions that had made an average "on time" of eighty-five per cent. or better. Under this arrangement the report for the month of May would have had to be written altogether in red ink.

I am a firm believer in running passenger and quick dispatch trains on time for two reasons; first, because you better serve the public; and second, because you reduce your costs. Up to June 22, we of the Southwestern had a performance close to ninety-six or ninety-seven per cent., but unfortunately it was spoiled yesterday by our having a bridge out—through no fault of our own. I am firmly convinced that a division is not being properly run, unless, barring a few exceptions, it makes a ninety-three per cent. on time record. That means that the trains are on time twenty-eight days out of thirty. And I believe we can regularly turn in a ninety-three per cent. performance during the spring, summer and fall, when weather conditions are good.

In regard to the question of better serving the public and thereby getting more business, I want to call attention to the method of the delivery of freight to the infrequent shipper at our large freight stations. We recently had a staff meeting at Cincinnati, at which I asked the question, "How many superintendents or employes in this room can tell me how to get a package of freight from a large freight station?" I didn't know, and I wanted some one to tell me. We have no signs, we have no directory, and we have an enormous station, perhaps covering eight or ten acres. And no one could tell. I then said, "When I was in Baltimore last month I purchased a small table for my personal use. I could have sent it by express free, but I shipped it by freight and paid the charge to see what would happen. The table arrived in good time. It was put in the freight house, and I had an intelligent man go to get it. He inquired for it and was advised that it was not there. He so advised me that night and I asked him to go the next day. Again he went and again they said it was not there. He said, 'It must be here, where shall I go?' 'See the cashier,' he was told. So he went to see the cashier, talked with him and was advised to see the trace clerk. And he passed him on to another clerk, and he, to the foreman. And he did not get the package. But that night I got a notice, 'Your package is on hand, please call and get it.'"

We had another case in which a man called for his freight, and was told it was not there. He called the second time, but still it was not there. And finally, when we delivered it, we charged him storage. That is an actual occurrence, and it is not an isolated one of its kind.

These illustrations prove, it seems to me, that in our larger freight stations, we ought to make it a little easier for "people to give us their money."

I am going to suggest to the superintendents here this thought: If you have a large freight station in your territory, consider putting up a directory—just a piece of board with letters about three inches high, placed conspicuously on the outside of the building, so that a man in a wagon for fifty feet can see where he wants to go. And have lettered thereon "Team Tracks—Smith Street;" "Depressed Tracks—Jones Street;" "Stock Yards—corner Fifth and Brown Streets;" "Present bills of lading—Room 10, Second Floor;" "Secure your waybills at such and such a place," etc. Then the infrequent receiver of freight will be able to determine from the directory where to go—to his own and to your satisfaction.

We had a test case the other day on the Cincinnati, Hamilton & Dayton, in which a man wandered over three floors of a freight house to get a little package and with what results? He shipped it by parcel post, and we hauled it at a loss.

I was very much impressed with Elihu Root's address before the American Bar Association, at Washington, D. C., in October, 1914, and desire to call your attention to the following excerpt from that address:

"We make too many laws. According to a count made in the Library of Congress, our National and State Legislatures passed 62,014 statutes during the five years from 1909 to 1913. During the same five years, 65,379 decisions of the National and State Courts of last resort were reported in 630 volumes. Of these statutes 2,013 were passed by the National Congress, and of these decisions 1,061 were rendered by the Supreme Court of the United States."

The eighty-first regular session of the Ohio State Legislature convened at Columbus on January 4, and adjourned in May, 1915. During this period of open session there were 1,041 bills presented, eighty-two of which affected the railways.

The Legislature of the State of Indiana convened at Indianapolis on January 7, and adjourned March 8, during which period 1,041 bills were presented, of which 191 were enacted into law.

The forty-ninth regular session of the Illinois State Legislature convened on January 6, and adjourned June 19, 1915, during which period 1,548 bills were presented, of which 316 were enacted into law.

New laws are being written on the statute books so rapidly that if we ask our attorneys what course to follow, or not to follow, they cannot return a direct answer, but say they will look the matter up. And there is a good reason for this, as no man could keep pace with so many new laws.

At a recent staff meeting we asked if there were any officers present who could name all the parts of a car, which, if defective, would be so in violation of the United States Safety Appliance Act, and none could answer the question offhand. Why? Because there could be 257 defects on a passenger or freight car, and thirty on a locomotive. Therefore, it is possible for a train to be running along with a great many defects. In fact, I understand that through failure of our inspectors to discover a few of these, the Baltimore and Ohio System was obliged to pay about $16,000 last year in fines.

In addition, we have with us always, laws governing Hours of Service, Employers' Liability, Ash Pans, Cabooses, Full Crews, Semi-monthly Payroll, Two-Cent Passenger Fare, Electric Headlights, Automatic Block Signals, Train Limit, Automatic Fire Door, and many others, besides which, the various towns and communities pass ordinances covering speed, sidewalks, crossing flagmen, grade elevation, and various other matters which add considerably to our expenses.

In many states foolish and conflicting laws are passed. I have in mind one state where the regulations require a cuspidor between each two seats, and when a train reaches the state line it is necessary to remove them on account of their being objectionable to the people in the next state.

Notwithstanding all the laws which are

being enacted, it does not seem that it will ever be possible to pass a Federal Law giving railroads the protection of an effective Trespass Act. Illustrative of the seriousness of the matter, and the need for such a law, United States statistics show that for the period 1890 to 1912 there were 103,566 trespassers killed, or fifty-four per cent. of the total fatalities. During that period less than two per cent. of the total fatalities were revenue passengers.

We have been criss-crossed, hamstrung and set-up with these laws, and hampered with inspectors, but we believe the pendulum is swinging backward, as a majority of the bills presented, which were adverse to the railroads operating in the States of Ohio, Indiana and Illinois, during the recent sessions of the legislatures, died in the committees. I believe that the tide has turned, and that the business interests of this country realize that if they further hamper the operations of the main artery of commerce and industry, namely, transportation, their business will suffer as the railroads have suffered for a long time.

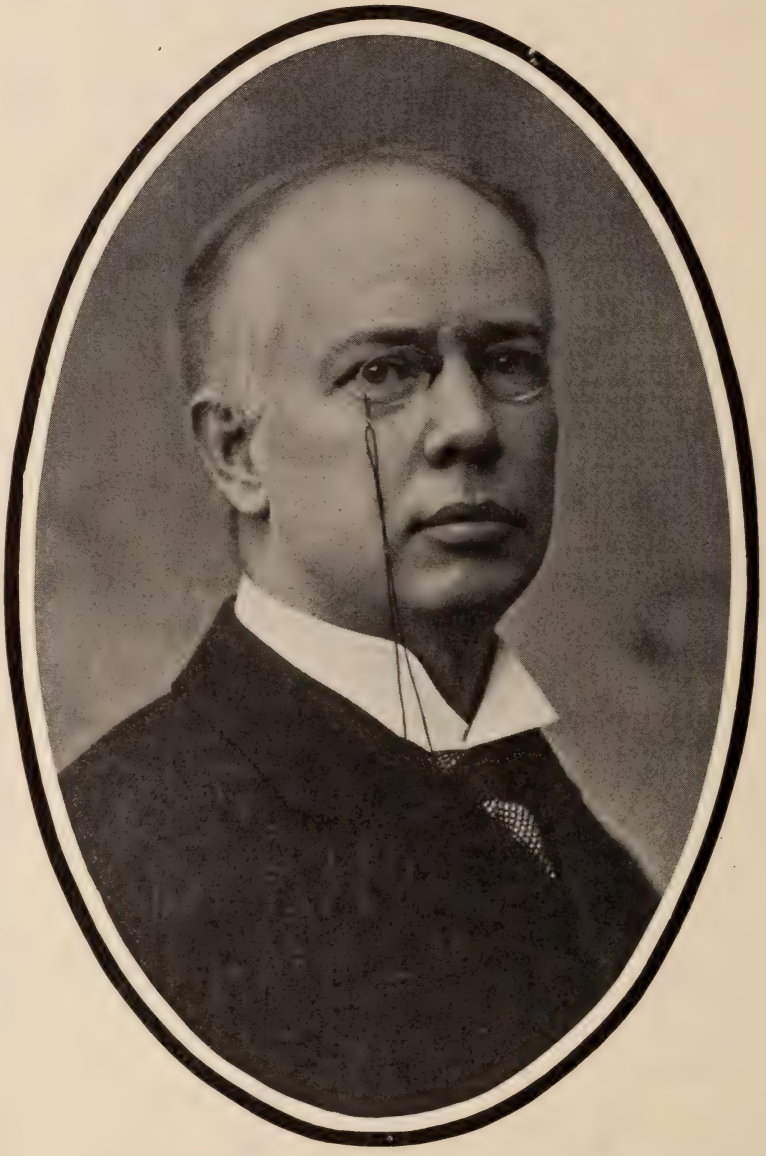
In my opinion, the division officers, and in some instances general officers, have made the mistake, when receiving a complaint from a community in their territory, of attempting to justify the position or practice of the railroad by correspondence, instead of arranging for personal interviews at the place where the complaint originates. This is also true as regards the handling of routine matters with the Public Utilities Commissions.

On the Southwestern territory we have been working with the people direct, and the following out of this policy, we believe, will continue to reduce to a minimum our difficulties with the Commissions and with the people we serve.

Rank of Divisions and Districts in Performance of Through and Local Passenger Trains for September and August, 1915

DIVISIONS	September Rank	O. T. Made and Better	August Rank	O. T. Made and Better
Staten Island	1	99.4	1	99.2
Shenandoah	2	98.1	4	95.0
Indianapolis	3	94.7	9	92.7
Wheeling	4	94.1	6	94.2
Wellston-Delphos	5	94.0	3	95.7
Newark	6	92.0	7	93.4
Baltimore	7	90.8	10	92.5
Philadelphia	8	90.1	5	94.9
Toledo	9	89.9	12	91.5
Cleveland	10	87.2	17	88.2
Cumberland	11	86.8	14	91.0
Ohio River	12	85.8	2	97.6
Illinois	13	85.7	19	84.7
Pittsburgh	14	85.2	15	88.7
Ohio	15	85.0	11	92.3
Monongah	16	84.5	13	91.1
Indianapolis-Springfield	17	84.3	7	93.4
Chicago	18	83.1	16	88.6
New Castle	19	82.6	20	84.1
Connellsville	20	75.0	18	86.8
DISTRICTS				
Staten Island	1	99.4	1	99.2
Wheeling	2	91.0	2	94.2
Main Line	3	89.1	4	92.5
Cincinnati, Hamilton & Dayton	4	88.6	3	92.7
Southwest	5	87.8	5	90.2
Pittsburgh	6	82.5	6	87.8
Baltimore and Ohio	....	87.5	....	92.8
Baltimore and Ohio and Baltimore and Ohio Southwestern	....	87.6	....	91.1
System	....	91.4	....	93.8

Office of General Superintendent of Transportation
Baltimore, Md., October 9, 1915



FRANK A. DURBAN
Late General Attorney for Ohio and Indiana

FRANK A. DURBAN

BORN NOVEMBER 10, 1859 DIED SEPTEMBER 8, 1915

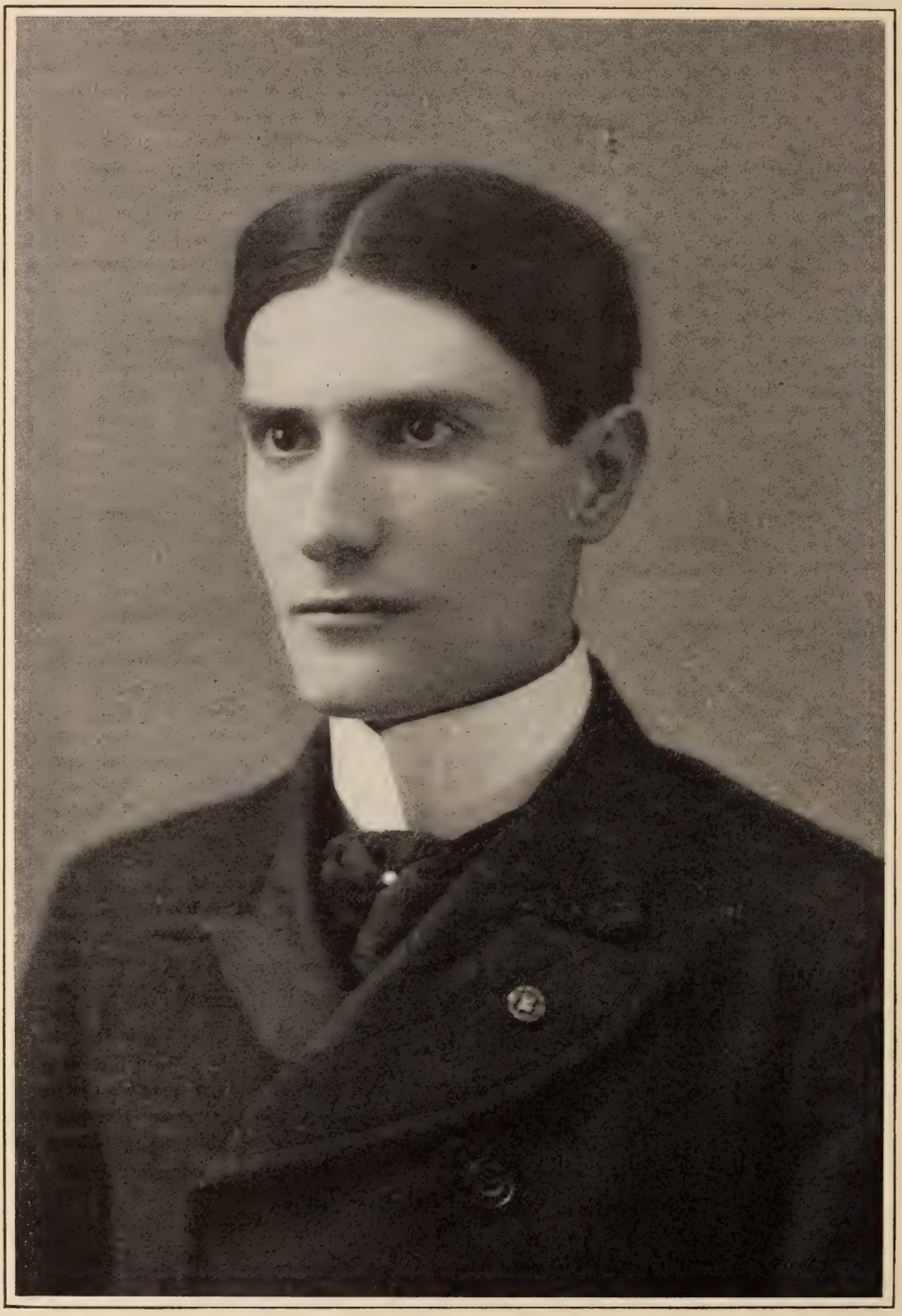
FRANK A. DURBAN, General Attorney of the Baltimore and Ohio Railroad Company for Ohio and Indiana, died early Wednesday morning, September 8, on a Baltimore and Ohio train near Cumberland, Maryland. He had been seriously ill for many months and at the time of his death was returning to Zanesville, Ohio, accompanied by his wife and physician.

Mr. Durban was born in Zanesville on November 10, 1859, a son of Thomas and Mary (Crooks) Durban. He was educated in the public schools of Zanesville and later entered the Law School of the University of Michigan, graduating therefrom in 1879. He was then admitted to the Bar of Ohio and entered upon the practice of law in Zanesville. In April, 1881, he married Miss Margaret Dennis, who survives him. He quickly earned a position of prominence at the Zanesville Bar, and before many years had passed was considered one of the leaders of the Bar in his part of the state, and enjoyed a lucrative practice, representing many corporations. He was the solicitor at Zanesville of the Pennsylvania Company. For many years he was local counsel for the Baltimore and Ohio in Muskingum County, and upon the death of Judge J. H. Collins in January, 1904, Mr. Durban became Division Counsel of The Baltimore and Ohio. From July 1, 1909, until his death he was General Attorney for Ohio and Indiana. It was a sad coincidence that Mr. Durban's death followed within a week that of his assistant, the late Robert J. King, who was Assistant General Attorney for Ohio and Indiana.

Mr. Durban's activities were not confined to his profession, but he was prominent as a citizen of his city and state. In 1899 he was a candidate for nomination for Governor of Ohio at the Republican State Convention held in Columbus.

Mr. Durban was recognized as one of the leading lawyers of Ohio, and his reputation as such extended far beyond the boundaries of his state. His thorough knowledge of legal principles and decisions; his temperament; his force; his industry; his power as a speaker; his understanding of human nature and his wide acquaintance with men and affairs—all combined to earn for him the high place that he held in his profession. And yet, to those who knew him well, these qualities that gave him such high rank as lawyer and citizen were surpassed by others that so deeply endeared him to his family and to his friends—those qualities of the heart rather than of the mind—his high sense of honor; his devoted home life; his uniform courtesy; his thoughtful consideration of the rights and feelings of his younger associates; his companionable nature and his personal charm. His death has deprived the Baltimore and Ohio of one of its ablest advisers and advocates, and his associates have lost one to whom they were attached by ties of deepest friendship. As the Muskingum County Bar Association so aptly stated in the resolutions passed at its recent meeting:

"It can be well said of Mr. Durban, 'His good remembrance, Sir, Lies richer in your thoughts than on his tomb.' "



ROBERT J. KING

Late Assistant General Attorney for Ohio and Indiana

ROBERT J. KING

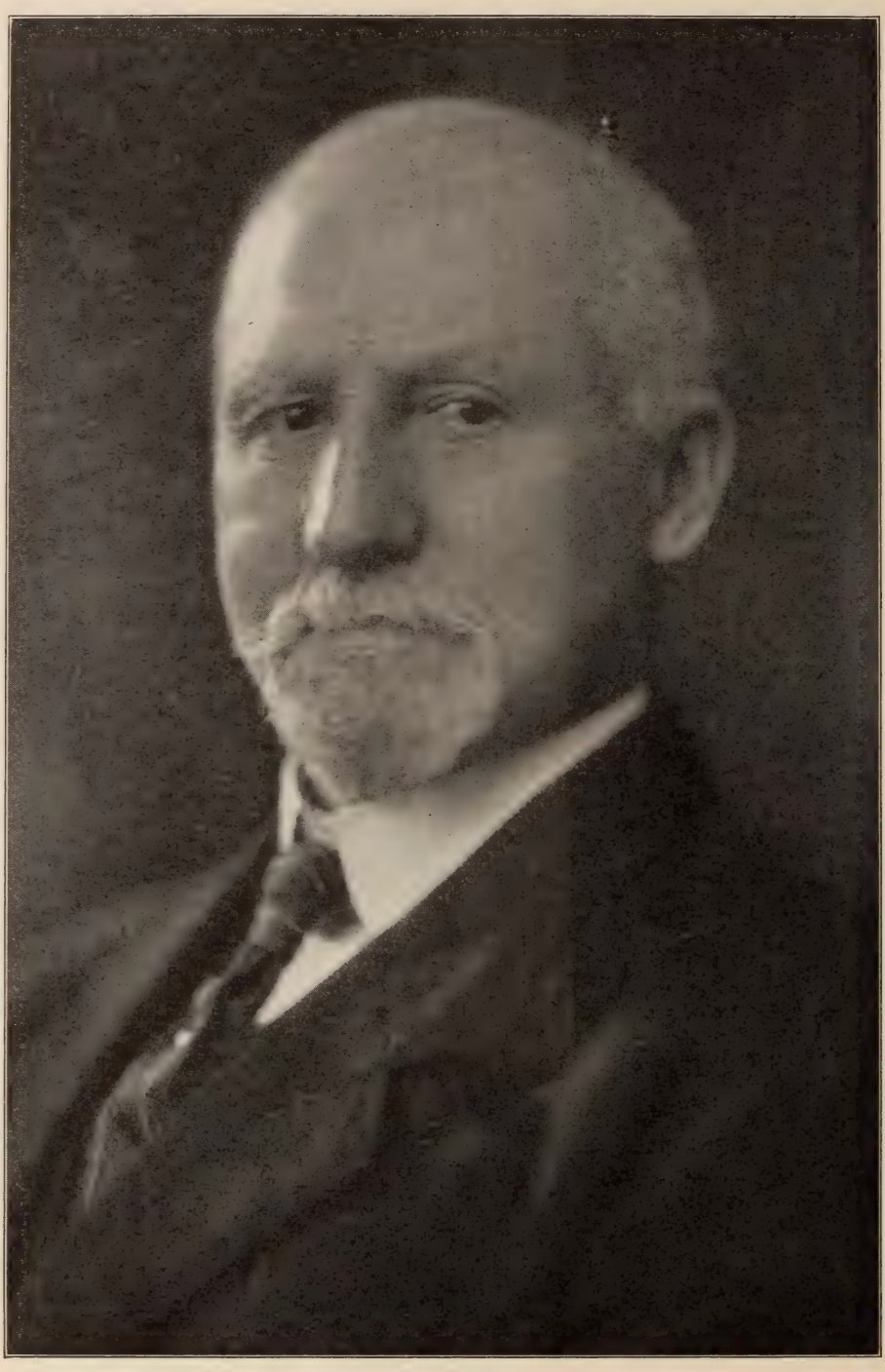
BORN JUNE 23, 1878 DIED SEPTEMBER 2, 1915

ROBERT J. KING, Assistant General Attorney of the Baltimore and Ohio Railroad Company for Ohio and Indiana, died Thursday morning, September 2, at his home in Zanesville, Ohio. He had been in failing health and had spent a year in the mountains of North Carolina, returning to his home last March.

Mr. King was born in Zanesville, June 23, 1878, the son of the late John W. King, one of the leading members of the Zanesville Bar, and of Blanche C. King, who survives him. He was a graduate of the Zanesville High School, of the Ohio State University and of the College of Law of the latter institution, receiving his degree of Bachelor of Laws in June, 1902. After a few years of general practice in Zanesville he became associated with the late Frank A. Durban, and when Mr. Durban was appointed General Attorney of the Baltimore and Ohio for Ohio and Indiana, Mr. King was made Assistant General Attorney for the same states. In 1911 he was appointed Solicitor for the Ohio River & Western Railway Company.

Mr. King, although a young man, held high rank at the Ohio Bar, and had he lived would undoubtedly have become one of the leading lawyers of the State. He was an untiring and incessant student, and his ability, training and industry had made him a sound adviser and a forceful advocate. Mr. Durban imposed the greatest confidence in him and relied upon him in matters of very large importance. Always devoted to his professional duties, and conscientious in the highest degree, Mr. King, upon his return to Zanesville in March last, took up his work again and continued it until the very day of his death, notwithstanding his physical suffering and disability. His death preceded that of Mr. Durban by less than a week.

Mr. King was a thorough Christian gentleman, and his whole life was an encouragement and inspiration to all who met him. He was always courteous, kind and patient; he commanded the respect, admiration and confidence of all with whom he came in contact, and was the possessor of a host of devoted friends.



HOWARD A. TREUDLEY

Late Industrial Agent of the Baltimore and Ohio Southwestern and the Cincinnati, Hamilton and Dayton

HOWARD A. TREUDLEY

BORN AUGUST 17, 1843 DIED SEPTEMBER 13, 1915

HOWARD A. TREUDLEY, Industrial Agent of the Baltimore and Ohio Southwestern and Cincinnati, Hamilton & Dayton, died at his home in Hyde Park, Cincinnati, on Monday, September 13, 1915, and was buried at Spring Grove Cemetery on the Wednesday following.

His widow, formerly Miss Sarah J. Gibson, to whom he was married August 8, 1866, and five children, one having been lost some years ago, survive him.

Mr. Treudley was born at Newton Falls, Trumbull County, Ohio, August 17, 1843, and was educated at the local schools at that place and at Mantua, in the adjoining county of Portage, to which his family presently moved. He attended Hiram College, a few miles from Mantua, when James A Garfield, afterwards President of the United States, was a professor in that institution. He studied under Professor Garfield, by whom also he was baptised, both being members of the Campbellite Church, of which Prof. Garfield had been a minister, and the friendship then formed between them continued until the death of the President in 1881.

He worked for a time on a farm near Mantua, then came to Cincinnati, where he entered the employ of the Ohio & Mississippi Railroad Company as Check Clerk, his uncle, Mr. A. W. Bosworth, being at that time General Freight Agent of the Railroad Company.

In 1863, Mr. Treudley was made Coal Agent for the Company at Washington, Indiana. After holding this position for a little while, he accepted other service, but in 1866 returned to the employ of the Company as Agent at Mitchell, Indiana, which position he held until 1888, when he became General Agent at Vincennes. In 1896 he was advanced to the position of Division Freight Agent at the same place, the name of the Company having meanwhile been changed to that of the Baltimore and Ohio Southwestern Railroad.

In 1897 he became Industrial Agent of the entire line from Parkersburg to St. Louis and Louisville, with office at Cincinnati. When the Cincinnati,, Hamilton & Dayton became affiliated with the Baltimore and Ohio System, his jurisdiction as Industrial Agent was extended to cover that road, and he continued to be Industrial Agent, with headquarters at Cincinnati, until the time of his death. During the last ten years his residence has been at Hyde Park.

His duties brought him a very large circle of business and personal friends along the lines of both railroads, and he was especially active and influential in the locating of many of the industries which now supply a large percentage of their traffic. This is particularly true with respect to the Lehigh Portland Cement Company's plant at Mitchell, Indiana, and to the numerous industries at Oakley and Norwood, in Ohio, as well as to other places in the states of Ohio, Indiana and Illinois.

He was a man of genial disposition, a hard worker, and made friends of all with whom he came in contact, whether railroad officials and employes or shippers and others who had the benefit of his counsel and advice. And the friends he made, he kept.

His service extended over a period of more than fifty-four years, and very few indeed there are whose loss will be more keenly felt.



A Passenger Versifier

Howard L. Swisher, secretary of the West Virginia Real Estate Dealer's Association, of Morgantown, W. Va., who believes in the Baltimore and Ohio, was riding on the road of a competitor recently, and picked up a little slip of paper advertising the dining car service of that line, on which was printed a little verse which started his poetical muse.

Incidently Mr. Swisher also believes in West Virginia and the greatness of that coal empire. It is a pleasure to publish the verses he enclosed with his letter to one of our traffic men.

Said the coal car to the stock car
As they whizzed along the track,
"We'll dump our loads at Baltimore
And then we'll hurry back.
I take a load of limestone
And you a load of sheep,
This dizzy whizzing business
Don't give us time to sleep."

There's a little place called Keyser,
On the Baltimore Heigh-O,
Its famous all the world around,
For there the peaches grow.
And apples, too, from Hampshire
That are fit to serve a king,
While Golden Grimes from Berkeley
The mountain praises sing.

To Each His Place

Men have died of homesickness for the narrow fields and elm-shaded hollows in the hills of old New England in the same spirit that sends others toiling painfully back to the brown sand dunes about San Francisco Bay. Some have lost their hearts to the deep pine woods of the north and others to the stately moss-hung live oaks that line the shell road to Mobile. Some would come to the city of their souls through the low, warm mists that overhang Chesapeake Bay, and others prefer to see the lights of home shining clear in a rise of the great plains thirty miles away as the crow flies. The truest thing Kipling ever said is that "God gave all men all earth to love, but, since their hearts are small, ordained for each one place should prove beloved over all." That place is home, and they have lived who find it.—*Collier's.*

A Good Mechanic

A good mechanic is one who understands the requirements of the machines entrusted to his care and supervision, knows the mechanism of the various parts of the machines and their functions. He is one who works with the least possible loss of time and cost of material, and always to the advantage of his employer.

The incentives to an employe other than the pay check, are, first, the desire for promotion; second, the recognition of his ability by those about him; and third, the satisfaction of knowing that he has done his work with the best interests of his employer always uppermost in mind.

W. P. Clark,
Grafton, W. Va.

Municipal Ownership

Some interesting figures bearing on the question of government ownership of public utilities are given in a bulletin on central electric light and power stations for 1912, just issued by the Bureau of the Census. The figures include comparisons of the operations of municipal and commercial plants. The bulletin shows that during the ten year period, 1902-1912, the total

number of stations increased from 3,620 to 5,221, or 44.2 per cent., and that while the number of commercial stations increased from 2,805 to 3,659 or 30.4 per cent., the number of municipal stations increased from 815 to 1,562 or 91.7 per cent.

Municipal ownership of these utilities seems to have become rather popular. If this popularity has been justified by an increase in efficiency or by improved service it would be expected that this would be shown in the figures for income, output and expenses. But during this ten year period the total income of commercial stations increased 254.2 per cent., and of municipal stations 233.4 per cent.; the output of commercial stations in kilowatt hours increased 375.8 per cent., and of municipal stations 174.4 per cent.; and the total expenses of commercial plants increased 246.1 per cent., while the increase in municipal plants was 222.5 per cent. In other words, with three times the percentage of increase in numbers the municipal plants increased both their income and their output in less proportion than the commercial plants and had an increase of 222 per cent. in expenses to produce an increase of 174 per cent. in output, while the commercial stations, while only a slightly greater increase in expenses, obtained over twice the increase in output.



AN OLD BALTIMORE AND OHIO ANNUAL

This is not the kind of efficiency that is promised by advocates of government ownership. Reduced to units of output the expense of producing electricity in municipal plants in 1912 was 3.15 cents per kilowatt hour, while that in commercial plants was only 1.96 cents. On the other hand, the total income of municipal stations grew faster than either their expenses or their output, while the commercial plants had a gain of 254 per cent. in income to pay for a 375 per cent. increase in output, which enhanced their expenses by 246 per cent. This would indicate that the commercial stations had their rates reduced, but that the municipal stations not only were more successful in maintaining their rates than the commercial stations, but were more successful in making rates high than in increasing production or controlling expenditures.

The bulletin does not give statistics showing the rates charged for service, but by dividing the total income by the number of kilowatt hours of output we obtain an average rate of 2.5 cents for the commercial stations and 4.3 cents for the municipal stations. The rate of the commercial companies had been reduced from 3.4 cents in 1902, while that of the municipal plants had been increased from 3.5 cents.

Figures are not given separately in the bulletin for the wages and salaries paid, but it is significant that the number of persons employed in municipal plants is shown as ten per cent. of the total for both classes of stations, while the kilowatt capacity of their dynamos was 7.2 per cent., and their actual putput was 4.7 per

cent. of the total. The total number of persons employed in municipal plants increased 132.4 per cent. in ten years, to produce an increase of 174.4 per cent. in output. In the commercial plants an increase of 165.3 per cent. in the number of persons employed produced an increase of 375 per cent. in output. The commercial stations also were more successful in obtaining the greatest efficiency from their plants, the kilowatt capacity of their dynamos increasing 333.7 per cent. for an increase of output of 375 per cent., while in the municipal plants the kilowatt capacity of dynamos increased 225.2 per cent. for an increase of output of 174.4.

Of course, central electric stations are not railroads and municipalities are not the same as the federal government, but it is noteworthy that the more the results of government activities are studied, whether in relation to their own finances or to the operation by them of the post-office, railways, telegraph, telephone, or other utilities, the more glaring becomes the showing made of the inefficiency of political management as applied to business.

Boost

If you're used to giving knocks, change your style; throw bouquets instead of rocks, for a while. Let the other fellow roast, shun him as you would a ghost, meet his hammer with a boast and a smile. When a stranger from afar comes along, tell him who and what you are; make it strong. Needn't flatter, never bluff, tell the truth, for that's enough; join the Boosters, that's the stuff.—*Baltimore Trolley News.*

EVERYBODY CAN HELP

ALL employes should have the interests of the Company at heart, and consider themselves solicitors of passsenger and freight business. If each one of us could secure a passenger, or a shipment of freight every week, or even every month, it would greatly increase our revenue.

¶ When you hear of some one going away, or about to ship some freight, it is not hard to get the facts in regard to the situation and give them to our passenger or freight representative, as the case may require.

¶ On almost every occasion, social and otherwise, our fine train and dining car service can be mentioned with the pride that its high standard warrants. This is our best advertisement.

¶ Employes who consistently try to get business will often be agreeably surprised at their success. And it is a great satisfaction to feel that you are doing a little more than the rules demand in increasing the revenues of your own Company.

E. A. WALTON, District Passenger Agent
BALTIMORE, MD.

Training a Salesman of Passenger Transportation

By George W. Squiggins

General Passenger Agent

SALESMANSHIP is commonly applied to the deliverer of goods; one who is authorized to transfer or sell merchandise for value received. When the term is used in connection with a railroad, it means selling transportation, the only commodity we have on which to realize revenue. This is in the form of a ticket or contract whereby, under the law of our country, the carrier agrees to transport the purchaser safely and comfortably between specified points on its line. The purchaser likewise is responsible for carrying out the provisions set forth in the contract of the ticket. The buyer of railroad transportation, as a rule, is not familiar with all of the regulations connected therewith, but the same is true when applied to a great many other articles. Before buying a pair of shoes we generally inquire of the salesman as to the quality, make, style, etc. He explains the attractive features with which the buyer is not acquainted. If the salesman is thoroughly familiar with the article he has for sale, it becomes much easier for him to dispose of his goods, but, even so, this does not make him a thorough salesman. Before he can become proficient in the art of salesmanship he must become scientific in his work. If it were not for the expert salesman a great many people would wear the same style of clothes, same make of hat, and numerous other articles we could mention, but this is impossible because of the expert salesman who scientifically convinces us that his particular style of hat, collar, etc., is most becoming, and we wonder why we failed to recognize this fact.

Before trying to become a salesman one should first consider the advisability of adopting that profession. This, of course, applies to the man who is ambitious and anxious to succeed. He should also decide whether he is adapted to that particular work.

Ticket salesmanship is no profession for the grouchy man or one who is indifferent to the interests of the company that employs him. If he considers the duties favorably, he should then fit himself for the position. The elementary training should be carefully administered, and should embrace the necessity for neatness of person, for a well regulated office, and for tariffs and other paraphernalia to be in their proper place. The student would then have the material equipment for a course in scientific salesmanship. This would mean study pertaining to travel; a thorough knowledge of the railroad on which he is employed; the advantages it has over other lines such as its beautiful scenery, rivers, valleys, so pleasing to the eye, its historic interest, etc.

To a young ticket salesman in the making, I would say, acquire the reading habit. Reading is as necessary to the proper development of the mind as food is to the body. And it is a tonic to body as well as to mind. A person who is not fond of reading will never succeed as a salesman. He must be alert and well versed on the topics of the day, so that he can converse intelligently with the prospective buyer while explaining the merits of his railroad. This commands respect and attention and thereby impresses the traveler.

Courtesy is a most important factor. The traveling public is entitled to fair treatment. Railroad management has promised this, but it rests with the ticket seller and conductor (who is just as much of a salesman as the ticket seller), whether the passenger receives what he pays for.

The expert salesman also has a thorough understanding with the customer before delivering the goods, explaining in detail the contract of the ticket, when it is to be used, and is particularly careful in pointing out its conditions and provisions, such as destination, limit, etc. Some merchants guarantee, barring unforeseen accidents, the goods they sell. None but competent salesmen, however, can do this. The results from such reliability are wonderful. One generation after another patronizes a company that realizes such ideal conditions.

To build up a *clientele* the salesman must have a pleasing personality. This can be accomplished by practicing it at home, inoculating the whole family with the germ of geniality, so to speak. This, by the way, is a most contagious germ, but it is not harmful and will save doctor bills. We restrain persons from practicing medicine and law unless they can prove they have had suitable preparation for the duties. The ticket salesman should not be excepted from suitable training, for he occupies the most responsible position of being able to kill patronage for his road in the same way that a quack doctor can kill his patients.

There never was a more golden opportunity to sell railroad transportation than at the present time. This is because the traveler who now finds that the beaten paths of European countries are closed, will of necessity exercise his wanderlust in the exploration of the United States. "See America First"—has meant untold revelations to countless travelers in the last year. And they are telling the story to others, who likewise will be anxious to see and know of the wonders of their own country. America is coming more and more into prominence as a world sight-seeing ground and the present conditions in Europe and those which will obtain after the war will all tend to induce much travel to our shores.

It is remarkable the knowledge one obtains from an expert ticket salesman. He can tell you the exact distance from one point to another and the names of the railroads passing through cities and villages; he has the geographical position of various parts of the country in his mind; he can give to the traveler full information as to connecting lines; he can point out the advantages of traveling through certain sections by day or night; in fact, he acts as teacher as well as salesman to the traveling public. By such a salesman the traveler is so impressed and pleased that he seldom fails to show his appreciation of the services rendered by using the railroad represented by his courteous informant. What a reward it is to have a traveler call and tell you when he returns home that the transportation was just as you represented it, that after traveling several thousand miles over a number of railroads he found that the line you recommended was absolutely the best.

Creating a demand by extensive advertising is not the only method to use in selling transportation. Display is quite essential, however. Tickets that are kept clean and systematically arranged in the ticket case make good advertising. No one likes to handle a soiled or shopworn ticket, but when it is enclosed in a neat envelope and handed to a passenger he is very apt to appreciate it and preserve the ticket in the same condition. This, by the way, is much appreciated by the accounting department of a railroad. Great difficulty has often been experienced in selling high grade securities simply because the package or makeup of the certificate was not artistic. And the same objection obtains to inartistic tickets. We recall a young lady who was about to take her first extensive railroad journey who took particular pains to show her ticket to a number of friends who had gathered at her home the day previous to her departure.

The salesman should identify himself with the community in which he resides, take an interest in public affairs so long as they do not interfere with his business, and be neighborly. This brings new acquaintances.

Baltimore and Ohio transportation may in some instances require a person to travel a little longer, but that is no disadvantage when we consider that fifty per cent. of travel is for pleasure and when we can assure our customers that the transportation we give them has advantages which will more than compensate for the extra time.

Science in selling transportation requires prompt attention. You must be able to readily understand the inquiry of your customer. Cooperation from assistants,—teamwork, as it were,—produces more expert ticket salesmen than aspiring for individual records. Nor can a salesman be condemned because he resorts to reciprocity and spends his money with his customers. This is a natural course for him to pursue and really discloses his genius.

At times there are bargains to be had in transportation, the same as in other commodities. The merchant who can dispose of his goods in quantities is often justified in reducing the cost. Railroads today are selling transportation to the Pacific Coast at a reduction of thirty-four and one-half per cent. under the regular fare. This is done with the expectation of attracting an unusual number of people to the California Expositions. The salesman will necessarily have to sell a great many tickets in order to justify the heavy reduction in the price.

The book of trains—the timetable—is the catalogue used by the railroad in pointing out to its patrons the transportation facilities they offer, and is naturally one of the most important exhibits entering into a selling operation. It should be such that the expert salesman can explain the contents in a manner which will appeal to the traveler. He should also keep a supply of the catalogue or timetable on hand so that they may be given to anyone who contemplates making a journey. These catalogues are quite expensive. Great care is used in compiling them and making them attractive, and great care should be used in their distribution. When timetables are issued, the scientific salesman makes a thorough study of their contents, so that when talking with a passenger he will be well posted and prepared to explain the advantages of the goods he is selling.

"No Smoking"

By B. S. Mace

Superintendent of Insurance

THE practice of smoking in and around the properties of the Company is a dangerous one from an insurance standpoint, and one that should be prohibited, as the results of such practice, as tabulated from different sources, show a large loss.

Many fires owe their origin to employes and others smoking, to carelessness in the use of matches, and to the disposal of ashes and burning tobacco, and therefore we do not believe that it is safe to permit the habit to be indulged in even under restricted conditions or quarters, especially in buildings where inflammable or explosive materials are handled.

At many places employes are prohibited from smoking during working hours. However, the greater danger comes at the time the employe goes to work and carelessly throws or deposits some burning tobacco in an out of the way place at an unguarded moment, or puts his pipe in his pocket without thoroughly extinguishing the fire and then hangs his coat in a closet or locker. And perhaps the greatest danger is when the employe, on leaving work for the day, strikes a match and throws it down in a careless manner, possibly into a pile of rubbish where it smoulders unnoticed until fanned into a consuming flame.

The necessity of prohibiting smoking in work and stock rooms and in factories and shops handling combustible materials is recognized by the industrial boards of several of the states, they having adopted rules prohibiting it, and while there may be some feeling that the liberties of individuals are infringed, the ruling must be accepted as the penalty for habitual carelessness. On the Baltimore and Ohio there should be no necessity for regulations. Each employe should realize that a fire means not only a loss to the Company and an interruption to its business, but a personal loss to himself as well, on account of his being thrown out of employment, while his working headquarters are being restored.

A report on the cause of fires in New York City for the year 1914 showed 1342 fires caused by carelessness with cigars, cigarettes and pipe smoking, and 1248 through the careless use of matches. On the Baltimore and Ohio for the seven years ending June 30, 1915, there were twelve fires due to employes smoking, with a property loss of $139,668.08, besides the loss incident to the interruption to business, and loss of facilities, which cannot be computed. With these facts staring us in the face it behooves each employe to watch this matter carefully and, as a matter of self-protection, to appoint himself a committee of one to see that the careless smoker is eliminated.

A drastic or positive method to enforce the "NO SMOKING" rule is to inflict a penalty for violation of the rule.

Prohibit smoking in valuable property and you prevent the possibility of property destruction traceable to the cause—CARELESSNESS.

"Handle Packages As If They Were Your Own"

AN old and trusted employe of the Wells Fargo Express Company recently happened to say to one of their officials, "I always handle packages as if they were my own." And the official, recognizing the pith and punch in the phrase, recoined it into the slogan "Handle packages as if they were your own."

The Baltimore and Ohio undoubtedly has hundreds of men engaged in their freight service who have always "handled packages as if they were their own." But the drain of loss and damage in small packages is still so great, that much can be accomplished if this phrase be adopted as our slogan and lived up to. In fact with a majority of our freight handlers making this the golden rule of their working hours, amazing reductions in claim payments will soon be apparent.

"HANDLE PACKAGES AS IF THEY WERE YOUR OWN."

Operation of Stations Under Present General Conditions

By A. J. Bell

Terminal Agent, Cleveland, Ohio

THE evolution of the railroad station agency is an interesting subject and not until recent years has the operation of stations received as much attention as other departments. The subject in its early history was not given the same consideration because it was not possible then to look forward to the probable growth or requirements of the service.

With the expansion of commercial interests and the strenuous methods they employ to push their business, it has become necessary for the agent to use every means in his power to work along progressive lines in order to cope with their requirements. Agents are confronted with many important questions affecting station operation that are continually coming up through various channels and are being carefully studied.

The most important question today seems to be "how can we handle the business to the entire satisfaction of the public."

While it is admitted that this is a difficult problem to solve, yet station operation is so closely connected with our relations to the public that the agent and his forces should arrive at some standard that would tend to eliminate to a great extent the complaints of the shipper. And in trying to reach such a standard it is important that Safety First rules be inculcated into the routine of each department. Safety First rules, if properly observed both in accounting and physical operation, will protect the shipper in various ways. When the shipper is protected his patronage can be retained. To be effective "Safety First" means cooperation with all shippers and it is gratifying to note here that some shippers are making an effort to cooperate in every way possible to the end that their commerce move safely and to the best advantage.

Local conditions should be carefully studied in an effort to satisfy the public demands in the handling of the diversified character of the shipments offered. Carload shipments are handled on a different basis and, generally speaking, with considerably less complaint than less than carload business. In handling l. c. l. traffic the service rendered, if satisfactory, often leads to very gratifying carload tonnage. In the management of forces too much stress cannot be placed on the fact that all shipments presented shall be duly inspected, properly cared for while in the Company's possession, expeditiously moved and delivered in good order to the consignee. To do this not only dependable and efficient station service is necessary but also yard and train service.

There are some shippers who seem to overlook the fact that their interest in their customers should extend beyond the mere packing of goods so that the packages can be delivered to the railroad receiving house in apparent good order and so that they obtain the bill of lading. The consignee wants to receive his goods in good condition and one of the best advertisements any firm has is the reputation that it exercises care in packing; that its goods are correctly and neatly put up; also that all boxes and

crates are of sufficient strength to carry to destination under ordinary conditions; and lastly that the packages are plainly marked with the consignee's name and address spelled correctly. Many a customer is displeased if his name is incorrectly spelled.

At the present time there is a real necessity for the agent to study facts and to induce shippers to study facts, to get them to employ the same methods which they would use in the management of their own business to the railroad questions which they encounter. Much of the erroneous public sentiment is due to the difficulty the railroads have in reaching the public with their side of questions. Much of the irritation between shipper and station forces, however, is due to the small things, that should be so carefully studied in our relations with each other. Resentment often rests upon misunderstanding.

Station forces are located upon what is termed "middle ground," with the public on one side and the Company on the other, and they are more closely in touch with the public needs than any other class of employes. In other words the station employe is the meeting point of the public and the Company. Consequently much is demanded of him. The attitude of the public toward the railroad is controlled to a great extent by the action and service given by its employes. Therefore it is essential that the agent surround himself as much as possible with experienced and capable forces adapted to the positions they occupy. When they are not capable it retards others in their efforts to serve the public effectively. The worth of capable men is noticeable in the efforts they put forth to attain accuracy with an easy and rapid discharge of business.

The greatest single business carried on is the freight traffic of railroads. The natural resources and facilities of a road have their effect on the growth of business, but we should realize that the revenue of the road originates through the hard and strenuous efforts on the part of all our officials, especially those of the traffic department, who are constantly scanning the territory in an effort to increase earnings. While agents can and do solicit traffic, keen competition demands that station operation be in full accord with local conditions if solicitation is not to be greatly impeded.

Many agents at stations served by only one road do not fully realize that they have competition. With the network of transportation lines, both steam and electric, which exist today, practically all business is competitive. If he is so disposed, the shipper can divert tonnage and give a short haul instead of a long haul or team his business a few miles to and from another line. Therefore, agents at purely local points also have conditions to consider in an effort to give the proper service and so assist our traffic people.

There has been considerable discussion on the question of handling the public and taking care of their shipping interests. Many good points that effect these questions have been brought to the surface, but you will often hear the old saying "you cannot please everybody." This is true to a certain extent, yet the small station agent and the large station agent, too, can come nearer to this standard than he may at first imagine.

To my mind there are three essentials in station operation today at any agency large or small,—loyalty, courtesy and the study of human nature.

Loyalty is the foundation of every successful operation; it should lead in every undertaking. Loyalty will get you nearer to the public than anything else and will bring with it their cooperation. The degree of efficiency a station force displays depends absolutely upon the measure of loyalty and wisdom exercised in forming and managing it.

Whether you are confronted with tedious shipping propositions or a trivial complaint, good business courtesy will create good will and satisfaction on the part of the patron and you will feel fully repaid for having shown it to him. I care not if the shipper is the worst personal enemy of the employe to whom he applies for information, nevertheless he is entitled to and should receive the same courtesy as any other shipper. When

it comes to handling the business for the Company all personal differences should be set aside. If this is not done, successful management of the station is impossible.

After all that has been said from time to time in connection with station management and the valuable instructions and suggestions that have been given relative to our dealings with the public, it has been proved that the study of human nature is essential to the success of every agent and of the forces under him. To study the different dispositions of people in your vicinity and to be able to handle them with tact and diplomacy and also to be able to see the peculiarities of the stranger through short conversation and to take care of the little things (that so many employes think not worth while) has a great tendency to draw business to our rails and to create and maintain local harmony. Where this is in evidence continually, station service is at a high standard. On account of the various rules and laws that now affect station duties it requires men of intelligence, honesty, patience, skill, and courage, to meet the constantly changing conditions.

Agents should make a constant effort to keep before the minds of their forces and the public the fact that we are working for the railroad that is trying to serve best its customers; also that there is no better railroad than the Baltimore and Ohio and that our officials possess all of the qualifications necessary to give and maintain service that will meet the public requirements.

The system that has been given us for the handling of business in our various branches of station operation will, if properly made use of, effect a high standard of service.

The Student in the Railway Business

From Railway Age Gazette

A LARGE majority of the higher officers of American railways have risen from the ranks without the advantage of college education and training. In many cases they have not even gone through high school. There is, in consequence, a widespread impression that the knowledge and mental discipline which can be obtained by study is of no advantage, or may really be disadvantageous to one who seeks to rise in railway service. No impression could be more entirely wrong or more adapted to be harmful to the ambitious young men in the service. There is no better educated class of men in the United States than the higher officers of our railways, and a large part of the education of the most "practical" of them has been derived from the study of the literature of their business. This needs to be emphasized for the good of the young men in the service and for the good of the roads themselves, for the need of the roads for officers who know both all that can be learned about their business from practical experience and all that can be learned about it by study, constantly exceeds the supply.

In the first place, the number of college men who have made successes in the railway service is large in proportion to the number of college men who have entered it. Among the college men who within very recent years have been brought prominently before the public by their promotions to positions of great importance are Howard Elliott, who left the presidency of the Northern Pacific to become chairman of the New Haven; Fairfax Harrison, president of the Southern; Julius Kruttschnitt, chairman of the Southern Pacific, and Hale Holden, president of the Burlington. A college training is far from being a drawback in a railway career. It is a great help.

In the second place, there is hardly a

high officer of an American railway who has risen without a college training who has not, nevertheless, been a student all his life. It is a great mistake to assume that the "self-made" leaders of the industry have learned all they know in their daily work. The greatest of all this class, James J. Hill, studied at a small academy but never went to college. But Mr. Hill did not quit studying when he left the academy. He is one of the most widely read men in any line of business or professional work in America. To mention other high railway officers, who, without college training, have nevertheless become highly educated, would be invidious, because to mention some would be to discriminate against many others equally deserving of mention. The president of one of the large eastern lines, who started railway work as a track laborer and a fireman, says that the turning point in his career was reached when he read Wellington's work on "Economics of Railway Location." The detailed information, the scientific principles and the broad outlook of this book taught him there were many things he could learn from the printed page which he could not learn elsewhere, and from that time he has been a tireless reader of the literature of transportation and of the broad field of economics and industry.

The president of a large western railway not only reads almost everything published on the problems of transportation and industry, but buys and gives as Christmas presents each year to the officers of his road the best recent book he can find on these problems. He seeks thereby to cultivate the same studious habit among his subordinates, which he has found valuable to himself. The chairman of another large western road subscribes to all of the economic journals and has them sent to his home address. The president of another great western trunk line is an omnivorous reader, not only of books and magazine articles relating to railway and business matters, but also of newspaper clippings, and those who come in contact with him are often astonished at the completeness of his knowledge of everything that the press is saying about railways. A few days ago the presidents of three great railways met by chance. Their railways are all in the same territory. One might have expected that their conversation would have turned to the railway situation in their section. On the contrary, one of them, who carries as heavy responsibilities as any business man in the United States, opened the conversation with the question, "Have you seen Prof. Ripley's new book on 'Railroads'?"

The illustrations given are not exceptions to the rule; they are illustrations of the rule. If one could ascertain the amount and breadth of the study done by the officers of each rank in the railway business he would find that on the average the presidents are the hardest and broadest students of all.

It is not a mere coincidence that the higher officers of the railways usually are not only among the most practical men in the business, but also among the most studious. Broadly speaking, there are only two ways in which people learn. One is by experience and the other is by study, and the one is as indispensable as the other. The experience of others, if properly understood and utilized, is as valuable as one's own experience, and study of books, magazines, convention reports and so on, is the best means to get a broad knowledge of the experience of others in such concentrated form as to make it serviceable. The man who attempts to do an important class of work without appropriate previous experience will usually make a failure of it, however much he may have studied. But the man who relies entirely on his own experience as a means of preparation for higher duties will with almost equal certainty make a mediocre success or a complete failure. A book, or an article, may be written, or a paper edited by a so-called "theorist," but if he is skillful in bringing together the results of the experience of practical men, a reading of his writings will be helpful to the most practical.

Every once in a while you hear a man say that he "hasn't time" to read the literature of his profession. In 99 cases out of 100 such a man will never be pro-

moted to a high position, and if he is, will make a failure in it. It is not a coincidence that as a class the presidents of the railways are the hardest and broadest students in the business, because in most cases those who are presidents owe their promotions to the fact that they early learned the necessity of adding to the knowledge derived from their own comparatively narrow experience, the knowledge of the experience of others that can be gained only by broad reading and study. They do not study because they are presidents; but they are presidents largely because they have studied!



Construction and Changes

First Vice-President Randolph Resigns as Chairman of Trunk Line Executive Committee

ONE of the first acts of general George F. Randolph, first vice-president of the Baltimore and Ohio Railroad, on his return from Europe, was to decline to act longer as chairman of the Trunk Line Executive Committee, which position he has filled for the past nine years.

He succeeded the late Nathan Guilford, vice-president of the New York Central Railroad, in this position, in 1906, and has held it longer than any previous chairman since the organization of the association.

During his chairmanship his committee arranged for and conducted the two most important cases ever held before the Interstate Commerce Commission, through which the fifty-two railroads in the Trunk Line, Central Freight and New England territories endeavored to secure authority for a general advance in rates.

He has been instrumental during this period in bringing about many conditions in connection with freight and passenger traffic that have been productive of additional revenue to all railroads in the eastern country.

Fine New Freight Facilities at Pittsburgh

ENLARGED freight facilities have been provided in Pittsburgh, Pa., by the Company with the opening of a modern warehouse for the storage of general merchandise. The building is situated at Second Avenue and Try Street.

The warehouse, which is seven stories high with additional floor space below the level of the street, is of brick and reinforced concrete construction and absolutely fireproof, affording the lowest insurance rates. Each floor has windows on all four sides, is well lighted and ventilated, and commodious elevator service is provided.

The building is adapted to the storage and handling of sugar, coffee, salt, canned fruits, canned vegetables, canned fish, cereals, woodenware, tinware, dry goods,



N. G. SPANGLER
Former Freight Agent, Ohio Division

and all food stuffs except perishable freight requiring cold storage. While cold storage is not furnished, the basement provides desirable temperature for certain goods.

This terminal is within one-half block of our freight station at Grant and Water Streets, with which it is connected by tracks, affording prompt interchange for the distribution and reforwarding of merchandise.

The storage charges will be the same as charged generally throughout the Pittsburgh district, negotiable warehouse receipts being issued on all goods on storage upon request. W. F. Deneke is in charge of the warehouse as agent.

John T. Broderick Becomes Supervisor of Special Bureaus

JOHN T. BRODERICK, former chief clerk to the third vice-president of the Baltimore and Ohio, has been promoted to supervisor of special bureaus of the operating department, in charge of the Safety First department, agreements and contracts, records and reports of federal and state commissions, free transportation and the EMPLOYES MAGAZINE. Mr. Broderick was succeeded by P. H. Lantz as chief clerk.

The new official has been with the Baltimore and Ohio since 1889. He entered our service as a clerk in the auditor's office. In 1892 he became a stenographer in the office of the second vice-president and two years later, private secretary to that official. When president Daniel Willard was assistant general manager of the road in 1899, Mr. Broderick was his secretary. Mr. Broderick's next promotion was as secretary to the third vice-president and in 1909 he was advanced to chief clerk to that official.

Mr. Broderick's long association in a secretarial capacity with the officials of the Company has given him an unusually comprehensive and valuable knowledge of the property which will stand him in good stead in his new capacity.

N. G. Spangler Resigns

THE resignation of N. G. Spangler as division freight agent at Chillicothe, O., following his election as first vice-president and special executive representative of the Columbus Mutual Life Insurance Company, has been announced as effective October 1. It was received with reluctance by the Company, in whose service he has been for twenty-five years.

In his new position, Mr. Spangler will have charge of the organization and supervision of agency forces of the insurance company in Ohio, West Virginia and Michigan, with offices at Columbus. He will enter upon his new duties as soon as a successor is chosen by the railroad.

Mr. Spangler's retirement from railroad service removes one of the most widely known transportation officials in Ohio, and one who has a broad acquaintance with business men of the central west. He has been in charge of freight traffic on the Ohio Division, one of the important lines of the Baltimore and Ohio Southwestern, since 1900, prior to which appointment he filled a similar position on the Illinois Division, with headquarters at Vincennes, Ind.

After attending the public schools of Circleville, Ohio, where he was born in 1867, Mr. Spangler began railroad work as a telegraph operator of the Scioto Valley Railway, now part of the Norfolk & Western, in 1883, and later became station accountant. In April, 1890, he became revision clerk in the auditor's office of the Baltimore and Ohio Southwestern, at Cincinnati, and a few months later was appointed joint agent of that company and the Ohio & Northwestern and the Cincinnati, Lebanon & Northern, at East Norwood, Ohio.

In April, 1891, he was transferred to Wellston as agent, that town then having been the center of the Jackson County coal field. He was appointed agent at Mitchell, Ind., in April, 1895, and a few months later was transferred to Chillicothe. Mr. Spangler was promoted to division freight agent at Vincennes in February, 1897, where he remained until transferred to Chillicothe, in July, 1900.

New Coal Pier

AUTHORITY for the erection of a new coal pier in the Curtis Bay terminal of the Baltimore and Ohio railroad at Baltimore, which will cost approximately $1,500,000 and have a capacity of 10,000,000 tons a year, was voted by the directors of the Company at a meeting held in New York on September 16. The new pier will be the largest yet built, and will provide facilities for the port of Baltimore which will make the city a strong competitor for the coal trade on the Atlantic seaboard.

Work will be commenced as soon as the contracts can be let, since the additional facilities are needed and it is estimated that it will require eighteen months to build the pier. It will be of steel construction and fireproof throughout.

The plans of the new pier as designed by Francis Lee Stuart, chief engineer, and approved by president Daniel Willard, embody a number of features for rapid loading of vessels and reducing breakage of coal to a minimum in handling shipments from cars into the holds of ships. In design the pier will consist of two car dumpers inshore, built in units and equipped with rapid-moving belts leading to movable towers on the pier which can load into vessels on either side or the entire loading capacity can be directed to one vessel.

The pier will be 700 feet long by 115 feet wide. The car dumpers will be capable of handling cars fifty-three feet long and unloading forty 100-ton cars an hour. The belts for conveying the coal will be run at speeds of from 250 feet to 500 feet a minute, thus giving a capacity of from 3,000 to 6,000 tons an hour.

Officials of the railroad point to the large increase in coal traffic handled at Curtis Bay during the present year as providing the necessity for the new pier. To July 31, according to statistics of the road, the coal handled at Curtis Bay exceeded the tonnage handled during 1914.

A complete description of the new pier with illustrations, will appear in a later issue of the EMPLOYES MAGAZINE.

Benefits from Books

BOOKS are the records of man's accomplishments. They are the means by which each generation acquires the experience and inspirations of the generations that have passed, and lifts itself to a higher level.

¶ In a world without books life would be intolerable.

¶ In a world full of books, to live without books, is to exist with the animals.

¶ The weight of the world rests upon a pile of books. And strong books they are—for the weak ones are soon crushed.

¶ Banish books from the world and civilization would have to begin again—almost from where it started.

¶ Banish books from the life of the individual and that individual stays at the lowest level—never knowing what sort of a place he lives in—and never catching a glimpse of the towering heights above.

¶ An appetite for good books is as necessary to the growth of mentality as is an appetite for good food to the growth of the body.

¶ Under his feet the reading man puts the printed record of what men have thought and done—and thereby gets his head up in the fog-free atmosphere of the everlasting morning—where only he finds that fair inspiration which impels to big and true action.

¶ The man who reads is the man who leads.

GLEN BUCK

Our Passengers Like Our Service

By O. P. McCarty
Passenger Traffic Manager

ONE of the mottoes of the Baltimore and Ohio railroad is "Our Passengers are our Guests." Sometimes something happens to mar the pleasure of a passenger and the unpleasant happening invariably reaches headquarters in the nature of a "kick." Of course, the best way to keep the service up to a high standard of efficiency is to know whenever anything goes wrong. At the same time it is mighty pleasant to know when things go right, and the service is satisfactory.

Passenger representatives who work up all the details for a big movement must give much time and attention to the work, and often make personal sacrifices. They do this willingly, and take pleasure in doing it, and when some thoughtful person writes a complimentary letter, it more than pays for any sacrifices made. The big passenger movements in the convention season keep the passenger representatives "on the jump." There were many such movements during the past summer and all of them were successes, and the passenger representatives were highly complimented for their work.

The following letters are printed to show how one organization appreciated the service, the letters being written from different cities. The names of the representatives to whom they were addressed are purposely omitted. The past season has brought probably the greatest number of complimentary letters the general passenger department has ever received, which indicates the earnestness and cooperation of the different departments.

EL WAKODIS TEMPLE No. 165.
DRAMATIC ORDER KNIGHTS OF KHORASSAN.
MILWAUKEE, WIS., August 21, 1915.

Dear Sir:

El Wakodis Temple No. 165, Dramatic Order Knights of Khorassan, made a pilgrimage to Asbury Park, N. J., last July on special train, via the Baltimore and Ohio R. R., and wish to express their appreciation of the service your road gave us.

The accommodations, service and equipment were of the best, but we wish particularly to lay stress upon the fact that your representative gave us his valuable time both in Milwaukee before the trip and again at the start. His care and thoughfulness on the trip and at Asbury Park, where he stayed with us through the entire session and coming back, were much appreciated, and we must compliment your road on the efficient manner in which he conducted the entire trip.

Trusting that should the Temple upon future pilgrimages have occasion to use your road we will be accorded the same accommodations, and hoping that the same congenial and smiling representative will be our guide and counsellor, we remain,

Yours in Arabic Courtesy,
(Signed) CHAS. PETRAN,
Secretary.

EL MEDI TEMPLE No. 1.
DRAMATIC ORDER KNIGHTS OF KHORASSAN.
PEORIA, ILL., September 8, 1915.

Dear Sir:

The officers and members of El Medi Temple No. 1, Dramatic Order Knights of Khorassan, desire to express their thanks for your untiring efforts in our behalf on our recent trip to Asbury Park, N. J., via the Baltimore and Ohio R. R.

It was through your ability and efficiency in railroad work, that our trip was complete in every detail.

Should occasion arise, do not hesitate to call on us, as we can and will recommend as to your ability.

With best wishes for your success and prosperity, we are,

Yours sincerely,
EL MEDI TEMPLE No. 1.
(Signed) C. A. DOBSON,
Royal Vizier.

Attest:
GEO T. KLEIN,
Recording Secretary.

ON TRAIN.

To the Baltimore & Ohio Railroad:

WHEREAS, the Khorassan De Luxe special caravan which left Chicago July 10, via Baltimore and Ohio R. R., en route Asbury Park, has been an unqualified success, and

WHEREAS, the success of the trip has been largely due to the untiring efforts of your representative, and the courtesies extended by his colleagues, therefore

The officers and members of the various Temples on this train desire to express our appreciation and to wish them and you all success.

C. A. DOBSON,
R. V. EL MEDI TEMPLE No. 1,
GEORGE T. KLEIN,
Recording Secretary.

RALPH I. DUNLAP,
R. V. ILBERTIM TEMPLE No. 62,
H. JAY RODGERS,
Secretary.

ARTHUR A. SCHUMANN,
R. V. EL WAKODIS No. 165,
CHARLES PETRAN,
Secretary.

A Wonderful Fact

WHAT is North America's supreme achievement?

"A thousand miles up the mighty St. Lawrence. A thousand miles along the Great Lakes"—it is Dr. J. A. Macdonald of Toronto speaking—"a thousand miles across the open prairies. A thousand miles over the world's mightiest mountain ranges. Four thousand miles where nation meets nation, where sovereignty greets sovereignty, where flag salutes flag, but never a fortress, never a battleship, never a gun, miles of civilized and Christianized internationalism. That is North America's supreme achievement."

Familiarity breeds contempt for blessings. The people of the United States, particularly those dwelling in the northern tier of states, have taken for granted a 4,000 mile unguarded boundary which to a stranger might appear a marvel. It is timely to call new attention to this mark of international sanity, as the Toronto editor and scholar did in his address to the Oberlin graduates the other day.

Had the line between Germany and Belgium, between Germany and France, between Italy and Austria, been left unfortified under conditions similar to those permitting the unguarded boundary between the United States and Canada, who knows but that Europe might now be celebrating a century of peace instead of rioting in an orgy of insanity and bloodshed?

It is an impressive study in contrasts, pleasing to the beneficiaries of the western world's long era of international tranquillity and no less valuable as an object lesson to the world at large. Every North American shudders to think what might have been the history of this century had the same international distrust that brought such a whirlwind harvest abroad been permitted to catch root in the soil of this continent.

North America's supreme achievement? She has wrought mightly; invention, science, government, wonders in finance and material creation—all these the Toronto man would sweep aside as of less significance to mankind than these unguarded 4,000 miles that stretch their friendly length between two great peoples inspired by identical ambitions for freedom, but bowing allegiance to different flags.

The lesson is well timed and well conceived.—*Cleveland Plain Dealer.*

TODAY IS UNDER YOUR CONTROL

GOOD days and bad days exist only in your own head—the weather has nothing to do with it. Each day is what you make it for yourself. Bad weather is only an unfortunate opinion. Right now is the only time you can control. Yesterday is a record. Tomorrow is a secret. Today is yours! Is mine!—*American Magazine*

Collecting for Excess Baggage

By J. F. Parmalee

Traveling Passenger Agent, Atlanta, Ga.

ONLY a short time ago there was an unexplained custom of handling excess baggage without strict collection of excess charges, and there are still some few cases where baggage is handled without being given proper attention as to weight in excess, etc. It is just as much the duty of the agent to collect the proper amount of excess on all baggage, as it is to make the proper and correct collection for tickets. If the Company is entitled to the full revenue for the carrying of the passenger, it stands to reason that the proper excess baggage collection is equally important.

My attention was attracted a few days ago to an agent who was checking baggage. He accepted the passenger's statement as to excess weight, but before delivering the checks decided to weigh the baggage and found it to be fifty pounds more than the owner admitted. Apparently the latter did not mind making such a statement regarding the weight of his baggage if he could thereby save ten cents, or some such amount. This, of course, does not amount to much from the view point of the passenger when he is thinking of it as Company revenue. In this case the Company would have lost only ten cents if the agent had finally accepted the statement of the passenger as to the actual amount of excess, instead of observing the rule to weigh baggage to ascertain the correct excess weight. But note also that had the agent checked the baggage with the incorrect weight, as he started to do, and the baggage had been forwarded to the next station, and from that station forwarded as received, and so on until the passenger's entire journey over the line had been completed, because many agents check baggage according to excess weight of previous agent, the Company would lose several hundred pounds of excess from this one passenger, which of course would amount to several dimes, as the Company would lose the extra amount every time the passenger changed stations.

Many may think the dropping of a dime excess charge is a very small thing to the Company, but stop and think and you will then see that the ten cents, if dropped by all agents on the System, would amount to a considerable sum each day, month, and year. As an example, suppose 1000 agents on the line fail to collect proper excess charges, losing for the Company not more than ten cents per day. The loss each day would be $100.00, each month $3,000, and each year $36,500.

The first rule in railroading is the best one and is: "In case of doubt, take the safe side." From the president, down, the Baltimore and Ohio slogan is: "Safety First." This rule should work in the checking of baggage as well as in the operation of trains and if used whenever excess baggage is concerned, it will mean many dollars to the property. Get out of the habit of taking the passenger's statement as to weight of his baggage; get out of the habit of taking the preceding agent's weight of baggage checked to your station. Know that you are correct and the only way to know this is to weigh the baggage.

The Safety rule can be applied not only to collecting for excess baggage, but in the use of pencils, envelopes, stationery, etc. The operating department has many leaks. It takes the small things to make the large ones and if every one helps and does his part, the Company, hence all of us, will be better off at the end of the year. I cannot conclude without mentioning the old adage: "It is not what you make, but what you save, that counts."

What They Thought of

THE Deer Park convention of 1915 brought to the attention of the division people more clearly than ever the kind of a management we are associated with. That management believes that what is worth doing is worth doing well. This was clearly evidenced at the Deer Park convention by the generous manner in which the entire official staff of the Company was taken care of and by the splendid talks made by the different officials. The meeting sent the Monongah Division staff home resolved to do its best to make every man on the division feel toward the local staff as the local staff does toward the management. It would seem to me that we must add to our "Safety First" the words "Courtesy" and "Fairness." The management insists on "Courtesy" for its patrons and "Safety" for all and to secure these results they are absolutely fair and, I might add, very often more than fair to employes. Therefore, The Baltimore and Ohio Railroad Company, with its management noted for its "Fairness" in dealing with its men and asking in return for "Safety and Courtesy," may reasonably expect and will be sure to receive from its loyal employes, service that will make it famous the world over for its "Safety, Courtesy and Fairness."

J. M. SCOTT,
Superintendent Monongah Division,
Grafton, W. Va.

THE program of the Deer Park meeting was excellently laid out. There was plenty of business, and just enough amusement, especially the entertainment of the Glee Club, to keep everybody up to their maximum efficiency for work. The chairman kept the ball rolling so well that everybody was thoroughly interested at all times. The remarks made by the different officers brought out points of interest as to the requirements of the different departments, and, as a whole, it seemed that we had all done pretty well during the preceding year. There was a great deal of enthusiasm, and I believe the meeting had the effect of instilling in all those present a greater spirit of loyalty to the interests of the Company.

J. R. ONDERDONK,
Engineer of Tests,
Baltimore, Md.

THE "get together" or social effect is the greatest benefit derived from the Deer Park meetings. The daily routine work of many prevents or does not offer an opportunity for them to become acquainted with fellow employes of other departments, and only at gatherings of this kind are we actually in contact and do we really have a chance to learn and understand each other. I have often obtained a wrong impression of an official of another department, gained, perhaps, by being a too ready listener to idle gossip, only to have this impression promptly dispelled and supplanted by one of sincere friendship through personal contact.

F. J. ANGIER,
Superintendent Timber Preservation,
Baltimore, Md.

THE fine dose of optimism that I asborbed has not yet worn off. Therefore, it is easy for me to say that this was a very inspiring convention and the reason is, I believe, the great number of meaty suggestions offered by each speaker. It showed that every man was thinking, that instead of simply criticising, everybody had something good to offer in place of the particular thing which was criticised. Honest criticism is the best kind of education; and the universally favorable comment is the best proof that each man carried an inspiration home with him.

M. A. LONG,
Architect,
Baltimore, Md.

the Deer Park Meeting

THE Deer Park meeting was exceedingly interesting and valuable to all who were able to attend. There were three distinct features, each one of which was well worth the time and expenditure necessary for the two days' meeting.

The first of these was the opportunity for all concerned to listen to a concise, but quite complete announcement of the policy of the management by operating vice-president Thompson. This covered so clearly and completely the recent accomplishments, and explained so fully the problems which the management considers of most importance for the future, that every one received at first hand a very clear understanding of the entire situation.

Next in value was the opportunity for an exchange of ideas among the various officers upon the many subjects of mutual interest in which the addresses of the different officers served to direct and stimulate the lines of thought and discussion.

Last, but possibly not least of the benefits derived, was the opportunity between the regular sessions, for visiting together and becoming better acquainted. The division officers ordinarily have very few chances to see and talk over matters with the officers of other divisions, and in many cases, the higher officials see very little of those employed in other departments, and one of the chief benefits of this meeting was the spirit of good fellowship which prevailed throughout.

M. K. BARNUM,
Superintendent of Motive Power,
Baltimore, Md.

THE meeting at Deer Park this year was more than usually successful. Of course, everyone regretted that the president was not with us. A number of men who had never before attended a Deer Park meeting were present from the Baltimore and Ohio Southwestern, and I was particularly impressed with the fact that the newer men showed a deep appreciation of the benefits produced by such a meeting. There were some new features in the way of entertainment this year, but the chief benefit of such a meeting will always be the feeling of every officer that he is a part of a large organization, and that he is an important part. Officers who are stationed at rather remote parts of the System have difficulty in realizing what the Company is trying to accomplish from the standpoint of the whole System. The free discussion on this subject at Deer Park was of benefit to every man present.

R. N. BEGIEN,
General Superintendent,
Baltimore and Ohio Southwestern,
Cincinnati, Ohio.

THE Deer Park meetings cannot but be productive of excellent results. The gathering together for exchange of ideas and social intercourse of such men, cannot fail to produce broader views. The talks of our executive officers and others were inspiring and instructive, and I believe that, like myself, everyone left with the feeling of having been greatly benefited and with renewed ambition to accomplish results.

O. L. EATON,
Superintendent Connellsville Division,
Connellsville, Pa.

THE 1915 gathering at Deer Park was a great success, exceeding in interest to the writer the splendid meeting held there in 1913. The advisability of holding such conventions is surely beyond any question. Each man had an opportunity to talk to the "Boss" and, after hearing the interesting addresses and lectures, undoubtedly returned to his territory with an abundance of new and good ideas, with a full measure of encouragement, and with a firm determination to do more for the betterment of the service. The absence of the president was much regretted by all, though his message of greetings, voicing prophecies of an encouraging future, was highly appreciated and cannot but have a lasting influence on the mind of every officer who had the good fortune to be there. Ideas, such as were brought out at Deer Park, are sure to find their way into practice, and should mean much to the Company as a service and financial gain.

M. J. McCARTHY,
Superintendent of Motive Power,
Baltimore and Ohio Southwestern,
Cincinnati, Ohio.

Little Talks on Little Leaks

By A. N. Martin

Superintendent of Buildings, Baltimore

WHEN the cold weather brings with it the necessity for heat, how often it happens in the stations and offices at various points on the System, that radiator valves are opened wide and when rooms get too warm, windows or doors are thrown open and radiators left turned on. Here's a little leak that will bear watching!

To evaporate one pound of steam per hour for four square feet of heating surface in ordinary buildings, requires as much as 8.5 pounds of water at sixty-two degrees Fahrenheit, and one pound of coal. In most of our buildings, the waiting rooms and offices have a great many radiators, so that failure to watch the proper heating and ventilating of such rooms results in leaks that grow in magnitude as we multiply the square feet of heating surface of radiators used in stations, offices, shops, towers, etc., on the System, by the above figures.

For instance, as it takes one pound of coal to change 8.5 pounds of water at sixty-two degrees Fahrenheit to one pound of steam, and one pound of steam will supply but four square feet of direct heating surface per hour (in baggage rooms and waiting rooms having direct exposure to the weather, the coal and water consumption will double), then, to evaporate steam for one radiator giving seventy-five square feet of heating surface, will consume two and one-half pounds of coal and fifteen pounds of water each hour; now consider that we have in some of our larger buildings as high as 10,000 square feet of heating or radiator surface, and if the radiators in such building are allowed to be turned on unnecessarily for one hour only, it would mean a waste of 250 pounds of coal and 2,000 pounds of water. If we allow all these radiators to be turned on one hour each day for a month, it would mean a consumption of 7,500 pounds of coal and 60,000 pounds of water. This would heat the average home for three months; heat Camden Station and offices in Baltimore for three days or haul over three hundred tons of freight nearly three miles.

We could continue to multiply by several months and several hours, the unnecessary consumption of steam and thereby show an amazing possibility of waste, as we have several stations with about 10,000 square feet of radiation, to say nothing of the lines of pipes in yards, shops, etc., in evaporating steam for which the consumption of coal and water is more than double that used in above estimates.

Let us watch the radiators this winter; let us turn them off when it gets too hot. And, if we notice a valve leaking, let us make it our duty to report the matter at once, and by our earnest efforts in this direction do our part in stopping a little leak that may very easily grow into a big one.

FOR THE READER OF BOOKS

Become a Lover of Books

THERE is little excuse today for the man who hasn't enough education to get him through life in at least a respectable manner. Each year the opportunity to acquire knowledge grows larger. What matters it if a man hasn't been so fortunate as to secure a college or high school education,—there is still opportunity for him to improve himself through the splendid medium of self-study.

As has been said before in these pages, the business colleges and correspondence schools are worthy of serious consideration. But if, for some reason or another, one does not care to follow either of these channels, then there still remains a way for him to improve himself, namely, by means of the public library or his own books.

If you have no library, you would do well to accumulate one and do so as quickly as you can. Vary the assortment of books. Put into it works of history, science, poetry, travel, biography and fiction. Books nowadays are so cheap that they are within the reach of even the poorest of men. It is not necessary to buy elegantly bound and printed volumes. Buy cheap editions if you wish, but be sure to buy some kind, and bear in mind the words of Lily, "Have thy study full of books rather than thy purse full of money."

And as a last resort most of the people of this enlightened country can fall back on the public library. The trouble is not that we haven't enough books, but that we haven't enough readers. The Baltimore and Ohio maintains a library in Baltimore which is accessible to all its employes.

"Reading maketh a full man" is an oft-quoted phrase and a true one. How many men there are who sneer when they hear others speak of the beauty and fascination of music, art, nature, poetry, etc. And why? Because these same men are unfamiliar with the things in life that are really beautiful. Because they have not read the books of the great geniuses who have found and written of such things. How much they have missed of the beauty of life!

So try to love books. They will help make a man of you; will help develop well-rounded, moral, intelligent and God-fearing citizens. Furthermore, if you get to love books now, they will be a source of pleasure to you through life and of comfort and genuine enjoyment in old age.

—

Practical Track Work

By Kenneth L. Van Auken

Size, 5½ in. by 8 in., 216 pages, 48 illustrations; bound in cloth. Published by the Railway Educational Press, Chicago. Price, $1.50.

THE author of this book has served as a trackman and foreman, in addition to his experience in editorial work as editor of *Railway Engineering and Maintenance of Way* and later as associate editor of the *Railway Age Gazette*. The book is written from the standpoint of a practical trackman and is primarily intended to serve men in such positions. However, as he states, the book will be of real service to the young engineer and can very profitably be studied by anyone interested in the construction of railway track.

The book does not take up the subject of maintenance, except as to relaying track, more clearly termed, perhaps, "Relaying Rail," but is confined to tracklaying and to the construction of

turnouts. Nor is it concerned as to matters of design—being confined rather to questions of organization and methods of performing certain operations connected with the construction of track.

The materials of construction and the design of same are covered very fully in engineering literature; as a matter of fact most authors confine themselves to these features. When it is considered that in railroad work over one-half of the expenditures are for labor, it is remarkable that our literature gives so little information as to methods of doing work, and any addition to it is to be welcomed. It is much easier to describe the materials of construction and matters affecting design than it is to tell how to apply same and this no doubt accounts in a measure for the lack of engineering literature noted above. The author has set for himself the difficult task of meeting this need as regards the construction of railway track, and it is to be hoped that the very important subject of the general maintenance of track will soon be treated in the same way.

Considerable space is given to the proper care of laborers; the objections to labor agencies, interpreters, etc., are discussed and suggestions are made as to the best methods of employing them. The discussions as to wages, organizations, etc., are pertinent and of value. There is no question but that these features have not received the attention they merit and the author's suggestions are well worth consideration.

The book consists of nine chapters dealing with the following subjects:

(1) Labor and organization.
(2) Track materials and tools.
(3) Spiking, bolting, cutting and curving rails, etc.
(4) Constructing track on a new line.
(5) Double tracking.
(6) Relaying track.
(7) Construction of turnouts, ladder tracks and crossovers.
(8) Slip switches.
(9) Surfacing new track—and an appendix which contains a unique glossary of track terms and twenty-two well selected tables of service in laying track and putting in switches. The author has shown discrimination in the selection of these tables, several of which are from the Proceedings of the American Railway Engineering Association. The Glossary consists of over 500 track terms and, while some of the definitions are of no engineering importance, in general this is an interesting and an instructive feature of the book.

The book is convenient in size, the typography is good and the forty-eight illustrations are clear and well selected.

F. R. Layng, in *Association Affairs.*

—

Another Review

Mr. Van Auken's book is a valuable addition to maintenance of way literature.

His explanations of doing work are easily understood and although some of his methods are a little at variance with those in general use, yet there is much good information for the trackman, especially the description of the following:

Care and use of tools, hand and motor cars.

Organization of gangs for different kinds of work.

Frog and switch work.

The definitions and tables in the back of the book also offer good information to the student and worker in this branch of railroad activity.

S. M. Church,
Division Engineer,
Baltimore.





EXHAUSTS

A Wide-awake Minister

A young clergyman once approached Henry Ward Beecher and inquired of him what he did if he found signs of sleepiness in his congregation. And the great preacher replied, "I have left strict orders with the sexton, if he sees anyone in church falling asleep he shall come at once to the pulpit and wake up the minister."

—

On an Overhead Trolley

The street-car conductor was very impatient. He was waiting for an elderly and very stout lady to board his car, when she suddenly exclaimed, "Conductor, conductor, will I get a shock if I step on that rail?"

He quietly answered, "No, lady, not unless you put your other foot on the trolley wire."—*Judge.*

—

Needed Conversion

"Now, dear boys," said the Sunday School teacher, "I want you all to subscribe towards the mission at Bengal, Africa. As I pass the box to receive your donations, let each one repeat some appropriate text.

The smiling face of the first chap looked up and said as he deposited his coin: "It is better to give than to receive."

The next chap came forward and as he dropped his copper into the contribution box remarked: "Waste not, want not." This was ruled somewhat out of order, but was fairly capped by the third little fellow, who evidently considered the parting with his money not alone painful, for as he dropped his penny into the box he murmured: "A fool and his money are soon parted."—*T. N. Miranda.*

—

Insatiable

George A. Birmingham (Canon Hannay), the versatile Irish clergyman, playwright and novelist, was talking to a New York reporter about the American business man.

"I'll tell you a story," he said, "which hits off the American business man well.

"A wife, still young, turned from the window of her sumptuous nineteenth story apartment and said to her husband:

" 'George, ten years ago you promised me that when you made a million you'd retire from business, and then we'd travel and enjoy life.'

"Here she began to cry.

" 'You've got your million now!' she sobbed. 'Why do you still keep on working?'

"George, as he hurried into his overcoat, growled:

" 'Ah, that's just like you—never satisfied!' "—*N. Y. Tribune.*

His Preference

"Where do you want this advertisement run?"

"Next to pure football matter, if convenient," said the advertiser; "but, anyhow, as far from the war poetry as possible."—*Judge.*

The Last Straw

One day a Scottish boy and an English boy, who were fighting, were separated by their respective mothers with difficulty, the Scottish boy, though the smaller, being far the more pugnacious.

"What garred ye ficht a big laddie like that for?" said the mother, as she wiped the blood from his nose.

"And I'll fight him again," said the boy, "if he says Scotsmen wear kilts because their feet are too big to get into their trousers."—*Tid-Bits.*

Prerequisites

"Tommy," said the Sunday-school teacher, who had been giving a lesson on the baptismal covenant, "can you tell me the two things necessary to baptism?"



"Yes'm," said Tommy, "water and a baby."—*Western Mail.*

Korrect

Wife to Conductor Husband who has just handed over his pay.

"John, you made more runs this period than any before and yet you hand me less money."

Husband—"Yes, Lizzie, you see this period I hauled mostly empties."

Had Traveled Some

A crowd of tourists stood about the crater of Vesuvius, peering down into its fiery depths.

"Well," remarked a Chicago merchant, "that beats hell." Whereat, an Englishman, standing near, exclaimed, "Bah, Jove! How very extensively some of these Americans have traveled."—*Thomas N. Miranda.*

Dangerous

"Help, help! I can't thwim, and my wife ith drowning."

"Why don't you walk out with her,



then? You don't appear to be out of your depth."

"Yeth I am. I'm thanding on her."—*Tatler.*

His Own Restaurant

An interesting and true story about John I. Blair, pioneer railroad builder and promoter:

He was traveling on one of the roads of which he was the principal owner and on which the employes received a fifty per cent. reduction on food purchased in the Company restaurants. Mr. Blair went into one of these and had a fifty-cent dinner. When he finished his meal he went to the young lady cashier, handed her a quarter and started to leave the room. But she, not recognizing him, called,

"Here Mister, you do not belong to this road."

And Blair, with the quick humor for which he was famous, replied,

"No Miss, the road belongs to me."

The Meanest Man

Charles F. Murphy, the New York leader, said the other day of a political advantage that had been seized by an opponent:

"It was a mean advantage. It reminds me in its rank meanness of Blancke.

"As Blancke stood at the bar of Hogan's saloon Noire entered and said cordially:

" 'Hello, Blancke, old man, have a drink?'

" 'No,' said Blancke; 'no, I don't care for another, but you can pay for this one I've just had, thanks.' "—*Philadelphia Public Ledger.*

His Infidelities

"Do you think only of me?" murmured the bride. "Tell me that you think only of me."

"It's this way," explained the groom, gently. "Now and then I have to think of the furnace, my dear."—*Louisville Courier-Journal.*

His Honey

A San Francisco man tells of a flower, growing abundantly near Santa Barbara, which is peculiarly attractive to bees.

"Now," says he, "there was a young Californian, particularly fond of honey, who used to visit a certain Santa Barbara hostelry because such a superior sort of this nectar was to be had there.

"This young man married in due course, and the wedding trip included Santa Barbara, so that the bride might taste this superb honey. But to his dismay no honey appeared on the breakfast table the first morning of their stay. The groom frowned. He called the old familiar waiter over to him.

"Where's my honey?" he demanded.

"The waiter hesitated, looked awkwardly at the bride, and then bent toward the young man's ear and in a hoarse whisper stammered, 'Why, Marie don't work here any more, sir.' "

—*Harper's Magazine*

The Knocker and The Booster

WHEN the Creator had made all the good and beautiful things, in order that they might be truly appreciated, He then made by way of contrast the beasts and reptiles and poisonous insects.

¶ When He had finished He had left over scraps that were too bad to put in the rattlesnakes, the hyena, the scorpion, or the skunk; so He placed all these together, covered it with Suspicion, wrapped it with Jealousy, marked it with a Yellow Streak, and called it a KNOCKER.

¶ Then as a compensation for this fearful product He took a sunbeam and put in it the heart of a child, the love of a mother, the brain of a man, wrapped these in civic pride, covered it with brotherly love, gave it a mask of velvet, and a grasp of steel, and called it a BOOSTER.

¶ Which did He make you?—*Exchange.*



BALTIMORE AND OHIO
EMPLOYES MAGAZINE

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

James Whitcomb Riley

Forty of the choristers of his city, Indianapolis, welcomed the advent of his birthday just after the midnight hour by singing "Love's Old Song" and other appropriate selections. Then the window in his home went up and from it the poet responded by urging the serenaders to wait until he could send out some good cheer. But their songs were over and they persuaded him to go back to rest, for the happy but arduous day before him.

Daybreak saw the arrival of a succession of delegations and individuals, come to say how glad they were to have him as a fellow citizen. His poems, set to music and sung, were the real attractions in the afternoon at a theatrical performance, where hundreds of his admirers crowded in to pay him homage. And in the evening a dinner was given in his honor by the prominent men of city and state and with distinguished guests present from other parts of the country.

Such little things as a huge candle-covered birthday cake and a profusion of flowers sent to his home on Lockerbie Street (which street, by the way, at his special request has been left by the city authorities in the same condition as it was years ago), helped complete the celebration. And scarcely a newspaper in the east did not have an account of the day's doings and a poem or two of his, published in honor of the occasion.

James Whitcomb Riley does not pretend to be a great poet, nor do his friends claim this for him. But to few poets of this or any other age has such spontaneous and universal homage been paid while they were living, as was paid to this genial man. The reason can be found in his verses.

With deep insight into humanity, its sorrows and its joys, he tries always to point the way to happiness. He speaks of a commonplace event and it seems transfigured into a great lesson. He tells of the homely pleasures of farm life and you long to have a share in them. He sings so sweetly and so naturally of the experiences and sentiments that many of us have had but have been unable to describe, that he seems like a good comrade bringing back in his verses days which have been ours but have gone. And all through his poems the sun shines —purifying, brightening, and making happy the sympathetic reader.

It is a blessed thing to be able to thrill a million hearts with the sweet sentiment expressed in "A Life Lesson" or "Little Orphan Annie." It would be a helpful practice for many of us if we could oftener turn away from the passion of our work to read Riley's verses and to be refreshed by his discerning, kindly and enheartening interest in and interpretation of life.

N. B.

The attention of our readers is particularly directed to the article on page 41 of this issue, "The Student in Railway Business," from the *Railway Age Gazette.* This sets forth in an interesting and forceful way the contention that we have been recently urging, namely, that the most prominent present-day railroad men have succeeded largely because they have been wide and intensive readers of books on transportation.

To the young railroader who has determined to start or who has actually started a systematic plan for self-education, this article will be encouraging, and to his brother who has wavered and has not taken a definite step toward this important end, it should be very persuasive.

Little Talks on Little Leaks

This title is very suggestive. The articles in the August and September issues on the subject and the one in this number show that the author is well qualified to place before our readers in an interesting, concrete and suggestive way, the numerous things we can do to effect savings. Who would imagine, for instance, that for practically every employe on the railroad there is an incandescent light. If each one of us should appoint himself or herself a special guardian of one of these lights to see that it does not burn current needlessly and hence exhaust its usefulness, what a wonderful showing we could make in this one item alone!

When the Frost is on the Punkin

By James Whitcomb Riley

When the frost is on the punkin and the fodder's in the shock
And you hear the kyouck and gobble of the struttin' turkey-cock,
And the clackin' of the guineys, and the cluckin' of the hens,
And the rooster's hallylooyer as he tiptoes on the fence;
O, it's then's the times a feller is a-feeling' at his best,
With the risin' sun to greet him from a night of peaceful rest,
As he leaves the house, bare-headed, and goes out to feed the stock,
When the frost is on the punkin and the fodder's in the shock.

They's something kindo' harty-like about the atmusfere
When the heat of summer's over and the coolin' fall is here—
Of course we miss the flowers, and the blossums on the trees,
And the mumble of the hummin'-birds and buzzin' of the bees;
But the air's so appetizin'; and the landscape through the haze
Of a crisp and sunny morning of the airly autumn days
Is a pictur' that no painter has the colorin' to mock—
When the frost is on the punkin and the fodder's in the shock.

The husky, rusty russel of the tossels of the corn,
And the raspin' of the tangled leaves, as golden as the morn;
The stubble in the furries—kindo' lonesome-like, but still
A-preachin' sermons to us of the barns they growed to fill;
The strawstack in the medder, and the reaper in the shed;
The hosses in theyr stalls below—the clover overhead—
O, it sets my hart a-clickin' like the tickin' of a clock,
When the frost is on the punkin and the fodder's in the shock.

Then your apples all is gethered, and the ones a feller keeps
Is poured around the celler-floor in red and yeller heaps;
And your cider-makin's over, and your wimmern-folks is through
With their mince and apple-butter, and theyr souse and saussage, too!
I don't know how to tell it—but ef sich a thing could be
As the Angels wantin' boardin', and they'd call around on ME—
I'd want to 'commodate 'em—all the whole-indurin' flock—
When the frost is on the punkin and the fodder's in the shock.

THE OBSERVER.



A Relatively Small Sum.

THE Anglo-French loan of $500,000,000 sounds like an overpowering sum when repeated slowly and stands out sharply from the printed page, but in relation to certain important statistics it seems rather small. As expressed in terms worked out by the banking firm of Coggeshall & Hicks the loan represents:

Less than 1-360th of our estimated national wealth.

Less than 3 per cent. of deposits in our banks in 1914.

Less than half the increase in our bank deposits in 1914.

About two years' increase in our savings bank deposits.

About 1-20th of the value of our farm products in 1914.

Approximately eighteen days' increase in our national wealth.

But 4.28 per cent. of the annual income of the people of Great Britain.

But 6-10ths of 1 per cent. of the wealth of Great Britain.

But 36.9 per cent. of salaries and wages of our railroad employes in 1913.

But 11.4 per cent. of salaries and wages paid our shopworkers in 1909.

But 8.49 per cent. of the value of our farm animals in 1914.

But 50.13 per cent. of the increase in our balance of trade for the year ended August 31, 1915.

—*New York Times Annalist.*

Why An Engine Is Called She.

A MAN has discovered the reason why an engine is called she. His argument is, that they wear a jacket, an apron, have shoes, hose, and drag a train behind them; they have a lap, need guiding, ride wheels, will not turn out for pedestrians, sometimes foam and refuse to work; they attract men, are very contrary, and it always takes a man to manage them.

A Neighborly Tip.

COMING from New York to Philadelphia on the Philadelphia and Reading the other afternoon, the writer had the pleasure of talking with a well-informed and interesting conductor.

This man has been in railroading for almost thirty years and has absorbed a fund of information in regard to connections, transfer facilities, hotels, etc., which he places at the disposal of the passengers on his trains. He was first observed speaking to a Grand Army man and his wife, who were on their way to the annual encampment, held this year at Washington. They were a fine looking couple from away down east, as their charming accent attested, and they listened with interest to the many suggestions the conductor gave them for their comfort and covenience while in Washington. Incidentally, they were persuaded to take a side trip over the Baltimore and Ohio, a trip which originally they had not included in their itinerary.

Three westerners, San Franciscans, were in the same car. They had travelled east for their vacations, coming on the Canadian Pacific and intending to go back home via the Panama Canal. The conductor gave them the names of the best hotels in each of the cities they expected to visit before embarking and his knowledge of these places was so complete that he almost seemed to be a walking guide book.

In conversation with him later he vouchsafed to me the fact that he *has* guide books of many of the principal cities, both on and off his line, and makes good use of them in the interest of

his passengers. "Hack drivers are hypnotists," he said, "and so are taxicab drivers, and sometimes they take advantage of strangers by sending them to poor hotels. So I try to set as many of them straight as I can."

This conductor is an extremely valuable man to his railroad. He has made good use of his pass privileges, has traveled extensively and is now giving the benefit of his experiences to the guests of his line. His brakeman told me that his name is Harry Boyd.

—

Utopian America

A DELIGHTFUL book is St. John De Crevecoeur's "Letters from an American Farmer." Crevecoeur was French before he was American, and appreciated the blessings of his new country because he contrasted them with conditions in Europe. "Here are no aristocratical families," wrote the naturalized farmer in his quaint eighteenth century style; "no courts, no kings.... The rich and the poor are not so far removed from each other as they are in Europe. Some few towns excepted, we are all tillers of the earth, from Nova Scotia to West Florida...." What most surprised and delighted him was the prevailing spirit of religious tolerance:

"When any considerable number of a particular sect happen to dwell contiguous to each other, they immediately erect a temple, and there worship the Divinity agreeable to their own peculiar ideas. Nobody disturbs them. .... In this house to the right, lives a Catholic, who prays to God as he has been taught, and believes in transubstantiation; he works and raises wheat, he has a large family of children, all hale and robust; his belief, his prayers, offend nobody. About one mile farther on the same road, his next neighbour may be a good honest plodding German Lutheran, who addresses himself to the same God, the God of all, agreeably to the modes he has been educated in, and believes in consubstantiation; by so doing he scandalizes nobody; he also works in his fields, embellishes the earth, clears swamps, etc. What has the world to do with his Lutheran principles? He persecutes nobody, and nobody persecutes him; he visits his neighbours, and his neighbours visit him.... Again lives a Low Dutchman, who implicitly believes the rules laid down by the Synod of Dort..... The fury of making Proselytes is unkown here. Thus all sects are mixed as well as all nations."

Could a modern Crevecoeur write today so enthusiastically of our liberty of spirit, our tolerance of one another's religions, our application of religious standards to our own lives rather than to our neighbors? Tolerance is one of man's last-achieved virtues, but likewise one of the greatest. The Old World has been the battle ground of creeds as well as races. It is a reassuring thought that if the idyllic conditions pictured by Crevecoeur five generations ago are not in all ways the conditions of 1915, yet for every loud-mouthed zealot, every organizer of bigotry, there are in our America a thousand quiet-living neighbors like Crevecoeur's German Lutheran—who persecuted no one and whom no one persecuted.—*Collier's.*

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Mileage Operated

THE report just issued by the comptroller of the Baltimore and Ohio Railroad Company, setting forth official road mileage of tracks owned, jointly owned, leased and over which the road has trackage rights as of June 30, 1915, shows a total of 8,786.32 miles of all tracks operated.

The road operates a total of 5,845.85 miles of main tracks, including 4,450.62 miles of first track, 1,191.03 miles of second track, 164.60 miles of third track and 39.60 miles of fourth track, and in addition 2,940.47 miles of side tracks.

—

West Virginia Coal Production

THE coal output of West Virginia in 1914 was 71,707,626 tons, according to the United States Geological Survey. This was an increase of 500,000 tons over the banner year 1913, and placed West Virginia second in the production of coal.

The value of the coal at the mines was $71,391,408.

—

Corporations Have Souls

HELP! When the flood at Galveston cut off the city's water supply, it was not the ranting demagogue who came to the rescue of the city, but the officials of some of the "soulless" corporations. F. G. Pettibone, vice-president and general manager of the Santa

"HANDLE PACKAGES AS IF THEY WERE YOUR OWN"

Fe Railway, ordered the company's water line crew to the coast for the purpose of assisting the helpless. President Sealy of the Magnolia Petroleum Company ordered his pipe line men to the scene, and T. T. Cottinghan, chief engineer of the Southern Pacific, came to investigate the trouble. The municipal authorities requested and authorized Messrs. Pettibone and Cottingham to take charge of the situation, and within twenty-four hours these representatives of corporations, which have both brains and souls, had water running to the inhabitants of Galveston. The promptness and efficiency with which these corporations came to the relief of the stricken city remind one of the splendid way in which the late E. H Harriman helped San Francisco at the time of the great catastrophe in 1906, the assistance he gave later when the Imperial Valley was flooded, and the service rendered by the Pennsylvania and other railroads* in the Dayton, Ohio, flood of 1913. The great private corporations are equipped to render conspicuous public service whenever they have the chance.—*Leslie's.*

* Employes will remember the large part played by the Baltimore and Ohio in this work.

KEEP CARS MOVING

A car delayed one day represents the loss of earnings from handling one ton of coal one thousand miles

KEEP CARS MOVING

Army Bans Booze

THE following incident is related in an article by Samuel G. Blythe, entitled, "The Big Man of Russia," in the *Saturday Evening Post* of August 28:

"Two officers of the Russian Army sat with two women at a table in a cafe in Warsaw. They were eating and drinking, and laughing and making eyes at one another, all pleasantly and harmlessly enough, for their food was the food of the country, and their making eyes the custom of the country, and their merriment was the merriment of youth. But what they were drinking was wine.

"An officer came into the cafe—an officer tall and thin, more than six feet by several inches and very erect and military in appearance. He wore a long gray overcoat and wide gold shoulder straps, and at his neck there glittered a cross. His eyes were coldly blue. His pointed beard was streaked with white. He carried a riding crop in his hand and was booted and spurred.

"The cafe was full of officers and, as he entered, every one of them rose quickly to his feet and stood rigidly at salute. The two young officers who were sitting with the women jumped up too, and came to salute. The women sat, rather frightened, in their chairs.

"The tall bearded officer with the glittering cross looked about the room keenly and quickly. He returned the salutes. Then he walked to the table where the two young officers were sitting with the women. He reached down and took one of the glasses, holding it to his nose an instant and then threw it to the floor, where it broke to fragments at the feet of one of the young men.

" 'Wine!' he said sternly.

"The two officers, grown gray with fear, trembled as they stood before him. The tall man looked at them with infinite disgust. He reached out, tore off their shoulder straps and threw them on the floor. Then he turned and said a few words in harsh Russian. Some soldiers came forward and surrounded the young men. The tall man made a gesture that meant "Take them away," and the two officers were marched from the room. They were degraded. They were sent to the ranks to serve as private soldiers."

How Government Ownership Works

THE United States government controls the Alaska cable. I sent a ten-word message —or tried to send it—from Ketchikan to Seattle. The rate was nineteen cents a word for a distance of 600 miles. I paid $1.90 and one cent tax on a government-line message. When I got to Seattle, three days later, the message had not arrived and I took no little satisfaction in sending a 50-word night message by the Western Union from Seattle to New York, a distance of 3,200 miles, for $1 (one cent for tax added) and finding that this was delivered within a few hours.

JOHN A. SLEICHER in *Leslie's.*

Pullman Trade School Nearly Ready

THE magnificent new school for technical instruction in trades endowed in the sum of $1,000,000 by the late George M. Pullman is rapidly approaching completion on the forty-acre site selected by the board of trustees a block or two from the Pullman offices.

The cost thus far has been $350,000, but there are many subsidiary structures to be erected.

The fund, which was originally $1,000,000, is now nearly $3.000.000 as a result of profitable investment. The board of trustees is made up of Frank O. Lowden, who is president; John M. Clark, vice-president; John J. Mitchell, treasurer; Robert T. Lincoln, John S. Runnells and Chauncey Keep.

The building itself is in renaissance style, two stories high with basement, engine room and boiler house in separate quarters in the rear. A wide corridor traverses the main structure and extends to the shop units on either side. It will be extended to connect with additional shop units to be constructed at once.

There are sixty rooms in the school building. The site is opposite Palmer Park, with which it embraces eighty acres.

The intention is to make the school grounds and the park form virtually one large park, as the former tract is to have ornamental lakes, shrubberies, experimental gardens and greenhouses. Fifty thousand dollars will be expended in completing the building and grounds.

In Mr. Pullman's deed of gift there occurred this paragraph:

"This school is founded for the benefit of the children of persons living in or employed at Pullman."

Provision is being made for 500 students. The plan is to admit an equal number of boys and girls. The only provision is that they must be graduates of grade schools or possess elementary education of the same approximate value. There is no sectarian provision. While the school has no official connection with the Pullman works it is to be anticipated that much of its finished product will be absorbed by the Pullman works.

The director of the new school is Laenas G. Weld, formerly professor of mathematics and dean of the University of Iowa, with which institution he was connected for twenty-five years.

In an interview with a representative of the *Journal* Mr. Weld said:

"It is our intention in carrying out the wishes of Mr. Pullman with regard to the school, to turn into the community each year a certain number of thoroughly trained, intelligent workmen in the several trades—men who can, with the expert knowledge they will possess, go ahead into the best positions, confident in their ability to do the work. The course will be four years

"There are no fees of any sort. Boys will be taught carpentry, cabinet making, pattern making, blacksmithing, casting, machine shop practice, electric installation and operative engineering. The girls will receive instruction in domestic science.

"As soon as the enrollment begins the lists will be filled immediately. I anticipate that there will be a large waiting list."

"Is it the intention to have a course of lectures directed toward the improvement of relations between employer and employed?"

"We are not touching politics, religion or economics. There is to be no propaganda of any sort. The purpose of the institution is purely and simply to turn out high-class, intelligent workmen equal to the best in the world, or, if possible, better."

The school will cost $80,000 a year to maintain in its present extent. Addition of shop units and other erections are expected to increase the annual cost ultimately to $100,000. —*From National Association of Corporation Schools Bulletin.*

The Great Kentucky Central

PRESIDENT Howard Elliott, of the New Haven line, spoke at a dinner in Boston on railway safety.

"Why, the day may come," he declared, "when all roads will be as safe as the Great Kentucky Central.

"A passenger on the Great Kentucky Central said to the conductor:

" 'Do you use the block system on this line?'

" 'No; we ain't got no use for the block system, stranger.'

" 'Oh, I suppose, then, you use electric or pneumatic signaling?'

" 'No; no use for them, nuther.'

" 'Then you have train dispatchers, and run your trains by telegraph?'

" 'Nope.'

" 'But when you stop between stations, you at least go back a hundred yards and flag the rear?'

" 'Nope, stranger; nope.'

" 'Then,' said the passenger angrily, 'all I've got to say is that this road is run in a criminally reckless manner.'

"The conductor frowned, took out a plug of tobacco, and snapped off a chew viciously.

" 'Stranger,' he said, 'if you don't like this line, say so, and I'll stop the train and you can

"HANDLE PACKAGES AS IF THEY WERE YOUR OWN"

git off and walk. I'm the president of the line and the sole owner. This is the Great Kentucky Central, and, stranger, don't you forget it. She's seven miles and a half long. She runs from Paint Rock to Nola Chucky. This is the only train that travels on the Great Kentucky Central, and what you hear snortin' ahead is our only engine. We ain't never had a collision. We ain't never had an accident. What's more, we never will. Now are you satisfied, stranger, or will I pull the string and let you git out and walk?' "—*Detroit Free Press.*

Appreciation of Pullman Porter

THE general agent of a Life Insurance Co., whose headquarters are Martinsburg, W. Va., recently confirmed the opinion that our Pullman superintendent in Baltimore has of one of his porters. He wrote our Baltimore Pullman people viz:

October 6, 1915.

PULLMAN CO., % BALTIMORE AND OHIO R. R.,
Baltimore, Md.

Dear Sirs:

Just a word in behalf of a good servant. I can't help but feel that the Pullman Company should feel proud to be able to secure the services of such a servant as Ferdinand McG. Hill, a porter on train No. 16, car "Minette." I travel occasionally, but never saw or heard of him until today, but was very much impressed with his high class and courteous service on his car from Wheeling to Martinsburg, and he did nothing special for me, either.

Give him a good mark; he deserves it.

Signed at Martinsburg, W. Va.

Lyric

O, inexpressible as sweet,
Love takes my voice away;
I cannot tell thee when we meet,
What most I long to say.

But hadst thou hearing in thy heart,
To know what beats in mine,
Then should'st thou walk, where'er thou art,
In melodies divine.

So warbling birds lift higher notes,
Than to our ears belong;
The music fills their throbbing throats,
But silence steals the song.

—*Selected.*

THE DAYS OF REAL SPORT



—*Courtesy N. Y. Tribune*

The Annual Call for Harvest Hands

By Dixon Van Valkenberg

THE gay cat, even the old professional hobo, gets irritable and restless when the gentle springtime rolls around. From everywhere—east, west, north, south—these annual pilgrimagers start forth on the trail of the elusive job. Some are looking for work, most are not. The road has its attractions, especially for the youth who likes excitement and adventure. His heart fairly craves the touch of the things he has heard about, but never seen. This is particularly true of the ruralites.

The railroads of this country are the dumping grounds for these will-o'-the-wisps, especially when the call for harvest hands is made known. In every district recruits await the annual lure of the golden fields. The lines that suffer most from these annoying trespassers are probably those in the southwest, in the great harvesting belt of Oklahoma, Kansas, Nebraska and the Dakotas. The railroads and towns in these states are obliged to double their police patrols. When the labor bureaus post their bulletins and advertise in May for farm hands to harvest the bumper crops, it is the signal for trouble and increased vigilance.

The lawlessness that prevails is caused in most cases by a shiftless class who won't work and who profit by preying upon the unsuspecting who have heeded the call with legitimate intent, as well as by their depredations.

When the labor bureaus wired Secretary of Labor Wilson that 100,000 men were needed to harvest the crops of 1914, and that the employment would be from three to six months, at an average pay of $2.50 to $3 a day, a great army of unemployed began to invade the southwestern harvesting zone. And not only the unemployed, but many men who had jobs, were attracted by the vivid pictures of the southwest as painted in the press.

This year marked the epoch-making onrush to the harvesting fields of the southwest. The call for 100,000 men was based on optimism rather than accuracy. A good many willing applicants were greeted with "nothing doing" on arriving at their destination. No arrangements were made to get fit men or to prevent the supply from exceeding the demand. Men of all types and conditions, came from everywhere; college students were obliged to share their luck with derelicts and dock wallopers; the gay cat found himself on intimate terms with the old professional hobo, and *vice versa*.

As an official of the Oklahoma City & Texas Railroad confided to me, "the majority of these itinerants have money to pay their way, but prefer, for some reason, to ride the brake beams, blind baggage, empty box cars, and in some cases they have actually taken possession of whole freight trains by outnumbering the train crews and making dire threats if they were molested. The amount of property either stolen or destroyed by this class of vagrants or wanderlusters, amounts to many thousands of dollars annually. Men in the train service have not only been menaced in the faithful discharge of their duties, but have been permanently maimed. Conditions along the harvesting belt are becoming more intolerable with each succeeding year, and the railroads have a hard problem before them." And all of this is believeable to anyone familiar with this phase of the matter.

First Conference of Tie Inspectors at Green Spring

By C. C. Schnatterbeck

THE initial "get-together" meeting of tie inspectors employed by the Company, was held at the timber preserving plant at Green Spring, W. Va., on Sunday, August, 15. The object of this meeting, as explained by Mr. Angier, was to exchange views which would result in a better understanding of the new policy of carrying on this important work.

There were two sessions during the day, and arrangements had been made to operate the plant so that the visitors could obtain an idea of the method of treating ties.

The key-note of the meeting was more and better work at less cost to the Company and greater satisfaction to tie producers.

The first session was called to order at 10.00



MEETING OF BALTIMORE AND OHIO TIE INSPECTORS AT GREEN SPRING TIMBER TREATING PLANT, AUGUST 15, 1915

a. m., by superintendent Angier, with the following in attendance:

Timber Preservation Department

NAME.	POSITION.
F. J. Angier	Superintendent Timber Preservation.
C. W. Lane	Superintendent Treating Plant.
E. E. Alexander	Chief Engineer, Treating Plant.
J. A. Peters	Formerly Night Foreman, Treating Plant.
F. L. Byrne	Tie Inspector, Treating Plant.
J. O. Potts	Special Inspector.
J. W. Rowland	General Tie Inspector.
H. L. Meese	Assistant General Tie Inspector.
C. M. Brown	Tie Inspector.
T. E. Crofton	Tie Inspector.
T. H. Carroll	Tie Inspector.
R. E. Carrico	Tie Inspector.
L. R. Doll	Tie Inspector.
J. A. Gordon	Tie Inspector.
J. J. Greer	Tie Inspector.
M. H. Keller	Tie Inspector.
P. F. Tierney	Tie Inspector.
C. R. Lattimore	Tie Inspector.
H. McNamee	Tie Inspector.
M. A. McDermott	Tie Inspector.
O. McDermitt	Tie Inspector.
W. D. Prince	Tie Inspector.
J. M. K. Reid	Tie Inspector.
H. C. Weir	Tie Inspector.
C. H. Woodyard	Tie Inspector.

Purchasing Department

W. H. Clifton	Lumber Agent.
R. L. Lynn	Assistant Lumber Agent.
S. M Elder	Special Agent.
W C Ware	Special Agent.
G L. Felter	Clerk to Lumber Agent.

Among the more important matters discussed were the necessity for adhering to the specifications for inspecting and branding ties; the adoption of ways and means of educating producers to sort, pile and tag their ties properly, so as to lessen the task of the inspectors and prevent friction between the producers and the Company; handling bills of lading and expense bills; loading cars to capacity; and the preparation of reports.

Mr. Angier explained in detail the new policy of inspecting ties for purchase, calling particular attention to circulars which had been issued from time to time instructing inspectors how to do their work economically and satisfactorily. He also described the use of the new branding hammer, which has a removable die, and cautioned inspectors to be careful not to antagonize producers while carrying out instructions, especially when taking up specification ties. Mr. Angier emphasized the necessity for promptness in handling reports, and dwelt on the value of courtesy as a business asset. In short, Mr. Angier's remarks were of a tenor to suggest that the work of tie inspection was a creditable vocation, and that those engaged in it should strive to win the esteem of all with whom they come in contact.

Mr. Rowland, general tie inspector, spoke in support of Mr. Angier's recommendations, and urged inspectors to follow instructions and work faithfully in the interest of the Company.

Lumber agent Clifton then gave some good advice in regard to creating harmony between tie producers and the Company, and suggested that every effort be made to instruct producers

to pile properly and tag their ties, that there be no unnecessary delay in making the inspection.

Special inspector Potts commented from the sectionman's point of view, on the handling of ties in mixed piles, and suggested that ties be properly separated before they are piled on the right-of-way, to avoid trouble later. Mr. Potts also argued for a specification that could be strictly followed, and which would relieve inspectors of the responsibility of deciding whether a tie should be rejected or accepted.

The problem of loading cars to capacity engaged the attention of every one present.

Another problem discussed in some detail was the condition of tie yards and the method of piling ties in them. In order to remedy conditions that handicap inspection, the inspectors were instructed to write up the tie yards whenever necessary, for the consideration of the management.

A good lunch at the Barrager camp terminated the morning session, and in the early evening those who remained for the afternoon session departed for their homes, carrying with them the conviction that this "get-together" meeting was a pronounced success, and should occur often.

A Sight-Seeing Tour of New York City

By Trebor Tasnav

Two days, or as much more time as the traveler can spare, should be given to the tour herein described. Days can be spent in the museums and in such places of interest as the department stores, universities and others. But the itinerary is published principally for those employes who want to see the places of most interest in the metropolis in a limited time. Almost any policeman in New York is a willing and intelligent bureau of information.

STEP with me aboard one of the comfortable and fast Royal Blue Line trains at Philadelphia. The conductor calls "All Aboard" and we settle ourselves for the two hours' run to New York City.

Our route takes us through a large part of beautiful Fairmount Park in the Quaker City and on up through the rich agricultural section of Pennsylvania, until we strike the Delaware. Here we are but a few miles from the spot at which Washington, with his half-frozen soldiers, crossed the river on that memorable night during the Revolution. The artist, Emanuel Luetze, has made imperishable the record of this achievement in his monster canvas, which hangs in the galleries of the Metropolitan Art Museum in New York. This picture we will see later on in our trip.

From the Delaware over the rolling country of Central New Jersey, beautiful for its mountain scenery, shady hillsides and luxuriant meadows, we run through a very historic section. Suburban towns nestled in the foothills of the Blue Ridge Mountains are on both sides of our route and every sweeping turn in the road gives us a pleasant scenic surprise. The cities of Bound Brook, Plainfield and the others through which we pass indicate the prosperity of the surrounding country, for this is one of the richest of the suburban development sections of the great metropolis at the end of our route.

Leaving the big manufacturing city of Newark several miles on our left and running through Elizabeth and Elizabethport, we finally cross Newark Bay on the long trestle and pull in at the splendid Baltimore and Ohio Terminal in Jersey City.

The trip across the river is an eventful one, both to the person who is looking at New York for the first time or to one to whom the journey is a daily occurrence. For the Hudson is an ever changing scene of wonder. Each passing day presents it in a new light. Whether seen with its surface flecked with white caps in a stiff blow from the sea, or in the comparative quiet of a lazy Saturday afternoon; whether we cross it in the midst of a howling snowstorm, or sluggishly nose our way through a thick fog, there is always something interesting to attract the attention of the traveler.

As we stand on the upper forward deck of the ferry-boat, our eyes riveted on the many new scenes about us, let us first look down the river toward the Narrows, where the upper bay flows into the lower bay. You will not fail to recognize the Statue of Liberty, huge in size even at a distance of three or four miles, and magnificent and graceful in proportions. If we have time later on in our trip we will find it well worth while to take a special sail across the bay to get a near view of "Liberty," to climb up the circular stairway in her arm and stand about the light which she holds in her hand. Governors' Island, the government base for military operations about New York, and

immigration headquarters, through which pass yearly almost a million home seekers from foreign lands, can also be seen about a mile below the lower end of Manhattan Island. Perhaps you will be fortunate enough to meet some one of the world's biggest steamships gliding up the river with its consort of tiny tugs, though most of the largest vessels have now either been taken for war transport uses, or interned in neutral harbors. And I am sure you will want to sail back again on the ferry boat to Jersey City so that you can see in perspective for a second time the wonderful New York skyline, particularly the so-called billion dollar mile. But time forbids and we debark at Liberty Street, New York's downtown passenger terminal of the Baltimore and Ohio.

This short, narrow street leads us straight up to Broadway, possibly the world's best known thoroughfare. Turning to our right here and stopping to look at the Singer Building tower, 612 feet above the sidewalk, and at the City Investing and Hudson Terminal buildings, in which thousands upon thousands of people have their offices, we pass one of the very oldest landmarks on Manhattan Island in the shape of Trinity Church. This is the richest parish in the United States, the value of its properties being variously estimated at from ten to ninety millions. Alexander Hamilton is buried in Trinity Church Yard and even in the bustle of the surrounding business sections there is a quiet and charm about the ivy covered walls and the grassy plots in the graveyard, which daily attract many people. Trinity steeple used to be the highest elevation in New York. Today it can be looked down upon by hundreds of offices in the surrounding buildings.

Continuing on down Broadway a block or two further, we find a small triangular park, called Bowling Green. It was here that in Revolutionary times the patriots destroyed the statue of King George III and melted it into leaden bullets for the rifles of the Continentals.

Beyond we get a glimpse of Battery Park, which reaches to the sea wall at the lowest extreme of Manhattan Island. The continuation of Broadway from Bowling Green south is Whitehall Street, and at the corner at which the two streets meet is an enormous red brick edifice which houses the New York Produce Exchange. At one time this was considered the most up-to-date and palatial office building in New York, but it now seems almost insignificant in comparison to the lofty structures surrounding it. One block further down Whitehall Street is Pearl Street. There we turn to the left and after a short walk reach Fraunces Tavern. This was erected in 1719 and in 1789 came into the possession of George Washington's butler, one Samuel Fraunce. Here Washington bade farewell to the officers of the Continental Army and you can, if you will, stop for a bite to eat in the very room in which this memorable ceremony took place. Emerging from the Tavern on the Pearl Street side and looking straight ahead up Broad Street, we see at a glance the business homes of the world's greatest financiers. A block takes us to Exchange Place and the so-called "Curb." This organization is merely a street gathering of the smaller brokers in New York who trade in the less important stocks. Instead of having a building like their wealthier neighbors across the street in the Stock Exchange, they do their trading in the open, and it is quite amusing to see the "Curb" representatives of these smaller stock houses getting signals from the offices of their employers, which sometimes are as high as six stories up in the surrounding buildings. The Stock Exchange Building on Broad Street, between Exchange Place and Wall Street, is an imposing and beautiful edifice. Opposite it on the southeast corner of Broad and Wall you will now find the chaste new home of the historic house of Morgan. Obliquely opposite from the Morgan site is the thirty-three story building of the Bankers' Trust Company, with its strangely-shaped roof, resembling so much the great pyramid in Egypt. The United States Sub-Treasury is directly opposite the Bankers' Trust Company and occupies the old site of Federal Hall, where Washington was inaugurated first President of the United States.

Within one hundred yards we could find spots which would take days of interesting investigation if we had time to visit them, but we must hurry on up through the so-called canyon of Nassau Street, which is the continuation of Broad above Wall, past the rows and rows of enormous buildings on either side until we come to City Hall Park. Here is situated the old City Hall proper, erected in the early part of the 19th century, superbly graceful in its architecture and still giving good service to the city. In front of the City Hall is the old New York Post Office, which will soon be torn down, and a park laid out in its place. Right across from the City Hall the Woolworth Building towers before us, and here, too, we could spend a day in interesting investigation if the time allowed. You cannot appreciate this magnificent monument to man's genius until you see it. It is not only the highest edifice in the world (with the exception of the Eiffel Tower), but it is undoubtedly the most beautiful one devoted to business purposes. Over $30,000 worth of gold leaf covers its tower, and it is said that at night the light on the tower can be seen by vessels ninety-three miles out at sea. The elevator trip up the tower is well worth the small charge made for it.

A short walk across City Hall Park brings us to the new Municipal Building, which occupies two entire blocks, has a street running through it and is over thirty stories high. It is interesting to note that in planning it, before a single stone was put in place for its foundation, it was known exactly where the desk of every city official destined to have office room in the building, would be located. Some of the caissons for this enormous pile of stone are sunk almost three hundred feet in the ground.

You have heard a great deal about New York subways; but they are really not as bad as the newspapers would have you believe, except at the rush hours, so we will jump on a Broadway

(Continued on page 105—first column)



SPECIAL MERIT ROLL

Philadelphia Division

The following letter speaks for itself:

C. E. WALSH, Engineer,
East Side, Philadelphia, Pa.

Dear Sir:—

Mr. Sentman has called my attention to the excellent run you made on No. 12 yesterday a. m., train being handled in good shape at all times and all stops being handled perfectly.

There is no one thing that assists as much in getting the railroad into the good graces of the public as the on time and careful handling of passenger trains and I wish to assure you that work of this character is very much appreciated and I am having a notation to this effect placed on your record.

Yours truly,
S. T. CANTRELL,
Superintendent.

On August 16, when engine on No. 7 lost truck collars, East Side yard, engineer C. E. Ramsay and conductor W. H. Ellis, who were in charge of a yard engine, found this collar lying along eastbound running track.

Engineer Ramsay stopped and examined it and concluded it was from a passenger engine or at least had been lost from some engine very recently. He called conductor's attention to it and arrangements were made immediately for Ramsay to notify the roundhouse people, while the conductor handled the work so that there would be no delay. The roundhouse people, of course, immediately notified the chief dispatcher by telephone.



C. E. RAMSAY

The interest taken by these men shows that they had the Company's interest at heart and it is, of course, appreciated. Credit entries are being placed on their records.

Monongah Division

On August 27, operator H. F. Farlow at "WD" Tower, Fairmont, observed a bad condition in train No. 97, engine No. 2675. He took such action as was necessary to remedy the trouble and has been duly commended.

Wheeling Division

The accompanying photograph is of section foreman D. W. Boston, who, on June 23, observed brake beam dragging under car in passing train No. 92. He succeeded in getting attention of crew on caboose, train was stopped and condition remedied. He has been commended for prompt action.



D. W. BOSTON

About 12.45 p. m., August 20, fireman L. L. Elliott on engine No. 4046 observed that main track cross-over switch just east of Hitchman tipple was standing open almost an inch. It being about time for train No. 3 to arrive, he flagged it. The shoulder of the switch point did not fit under ball, permitting it to gap open. His prompt action possibly averted a serious accident and he has been commended.

On August 15, conductor W. F. Beatty, with train No. 92, discovered phone connection broken and walked east, found and repaired the break, thus restoring communication. For his special efforts in this regard in saving considerable delay, he has been commended.

On August 4, brakeman F. Zinn, while protecting work extra No. 2521, found and promptly reported broken rail on west siding, Mannington, thus protecting against possibility of accident. For close observance and prompt handling of a dangerous condition he has been commended.

Ohio River Division

The following letter was sent to J. T. Campbell, formerly of our General Safety Committee, on October 23, 1914, by Mr. M. J. Rathbone, manager of the Standard Oil Company at Parkersburg, W. Va., and was not published then on account of the suspension of publication of the MAGAZINE in November, 1914.

"I am informed that it is the desire of your committee that all commendable acts on the part of employes of the Baltimore and Ohio should be brought to your attention.

"I therefore wish to say that P. J. Moran, of this city, displayed considerable courage during the fire which occurred at the Refinery of the Standard Oil Co. of New Jersey (which is in my charge), on the night of March 25, 1914.

"This fire broke out about dark, after the day's work had been finished, and entirely consumed a warehouse, fronting on the tracks, used for preparing and filling wooden barrels with oil. The construction of this warehouse was very inflammable, as it was old and had been saturated in parts with oil, and a very hot fire was in existence in a short space of time. On two tracks in front of this building and another running up to it closely on one side were about thirty-six tank cars of gasoline and refined oil which had been loaded during that day, but which had been spaced and were not coupled together. A call from the Refinery was sent to the yard headquarters and Mr. Moran volunteered to come down with an engine and pull these cars out. By the time he got there the heat was intense, the running boards of the cars were smoking and the lifting levers were too hot to handle with the naked hand. In spite of these conditions Mr. Moran made four separate couplings and these cars were pulled out to safety. Considering the nature of the contents of these cars and the conditions under which the work was done, it was certainly a very meritorious act and I take pleasure in so stating. Incidentally, the value of the contents of these cars was about $16,000.00."



P. J. MORAN

Cleveland Division

Brakeman C. A. Koons, of Akron Junction, is to be commended for discovering defective condition on Baltimore and Ohio car No. 84409 while being switched at Akron.

E. M. Heaton, division operator at Cleveland, recently heard two gentlemen say that they were going to Chicago over the road of one of our competitors. He immediately approached the men and after telling them about the splendid service of the Baltimore and Ohio, had the pleasure of seeing them leave on train No. 12 over our lines. Surely it was a satisfaction to him to feel that he had done something a little out of the ordinary for the benefit of the Company. Surely it would place the Baltimore and Ohio in an enviable position among railroads if all of our employes were of the same stripe as Mr. Heaton.

Section hand Ross Wade, Justus, Ohio, is to be commended for meritorious service performed on September 3, when he discovered and reported defective condition in track.

Brakeman A. C. Nebel is to be commended for discovering defective condition in track at Sandyville, Ohio, July 12.

Brakeman C. C. Ice, Lorain Yard, is to be commended for observing defective condition on car in train of extra No. 4251, September 12.

On September 22, conductor E. A. Elrick discovered defective condition on car in train of engine No. 4038 passing Uhrichsville, Ohio, and stopped train, necessary repairs being promptly made. Mr. Elrick is to be commended for his watchfulness and action.

On September 27, conductor W. N. Jeffrey discovered defective condition in track at Patterson, Ohio. He is to be commended for his watchfulness.

On the afternoon of September 15, while switching in Hill yard at Akron Junction with engine No. 1679, conductor F. W. Lingerman and brakeman C. S. Brubaker discovered loop bridge at Akron Junction on fire. They immediately took engine to that point and extinguished the blaze. They are to be commended for their watchfulness and quick action, which prevented serious damage to the bridge.

Yard brakeman L. E. Warren, Lorain, Ohio, is to be commended for discovering defective condition in track in Tenth Avenue, outbound yard, September 20, and promptly reporting same.

On September 18, a telegraph pole, two miles west of Chippewa Lake, burned down. While riding to his home at Chippewa Lake, operator W. A. McCabe, first trick, Lester, O., noticed the trouble, went home, changed his clothes, procured hammer, nails and boards, walked two miles to the track and put the wires up on a board temporarily. His action and interest in the Company's welfare are highly commendable.

Section Foreman I. C. Bowman, Massillon, Ohio, is to be commended for noticing defective condition on J. C. & C. car No. 603, while passing Columbia, September 23, in train of engine No. 4209.

On September 23, patrolman E. W. Jones discovered defective condition of track in receiving yard at Cleveland, the necessary repairs being promptly made. He is to be commended for his watchfulness and quick action.

Newark Division

Conductor J. H. Moore of this division saved a man from injury—probably death—at noon on August 30. The man had rushed into the station and bought a ticket just as No. 4, southbound, was leaving the station. He ran to the moving train and seized hold of the handles leading up to the car platform and attempted to swing onto the steps. Like many other persons do when getting aboard or leaving a moving car, this man did the thing backwards, and was swung around until his body was hanging in between the cars, one foot having the smallest possible hold on the car-step. Conductor Moore seized him, jerked him around onto the platform and then gave him a good, sound "Safety First" talk.



J. H. MOORE

Pittsburgh Division

The following gentlemen have been given letters of merit from superintendent Gorsuch for meritorious services performed during the past few weeks:

Operator T. J. Horn at Liberty Avenue, for services performed August 21, near Schenley.

Operator J. R. Wiedman at McKeesport, for service rendered August 23.

Operator Wm. Bick, for especially good service rendered at Mt. Royal on August 15.

Operator A. A. Hostetler, for services rendered near Downieville, August 12.

Operator D. L. Marietta, for excellent service rendered August 16, at Markleton.

Operator E. W. Sipple, for services rendered on July 11, at Salisburg.

Operator T. B. O'Brien, for services rendered September 8.

These gentlemen are to be commended for their services and we take this manner of showing that we are aware of their acts, and hope that if others performing similar ones are not receiving due credit, the fact be made known to the division correspondent without delay.

New Castle Division

On October 6, 1914, conductor L. McQuiston, in charge of train No. 52 enroute from Painesville, discovered a condition which he immediately took steps to have corrected. A complimentary letter was sent to him by the superintendent.



L. McQUISTON

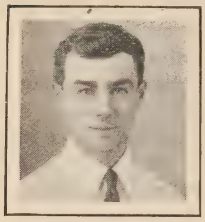
Chicago Division

One of our staff employes reporting to the general manager's office in Baltimore, whose business it is particularly to watch the handling of passenger trains by the engineers, was reading the newspaper in a day coach on train No. 8 one day during August. He says that the first intimation he had that the train had stopped at Garrett was when he finished an article in his paper and looked up to find where he was. Upon inquiry he found that the train had been standing from three to five minutes and that it had been handled so carefully and quietly that he did not even feel it come to a stop. The name of the engineer was "Cliff" Martin.

South Chicago

On Sunday afternoon, September 5, per diem clerk Ralph Ashton, of assistant agent R. R. Huggins' office, 90th Street, while sitting in

front of his home, the 76th Street station on our tracks, noticed nine small boys racing down our main line on a stolen Illinois Central hand car. He immediately gave chase, and through his efforts the boys abandoned the hand car.



RALPH ASHTON

Mr. Ashton took same back to his home, placed it behind the house and notified the police department, who turned it over to the officials of the Illinois Central R. R., thereby averting the serious accident which might have occurred had the hand car been left on the track after being abandoned by the boys. Mr. Ashton's action deserved the favorable comment which has been given both by superintendent Keegan and assistant agent Huggins.

Ohio Division

Train No. 110, between Cincinnati and Columbus, conductor Wm. A. Hall, on September 1 handled 653 passengers, most of whom went to the State Fair at Columbus. This crowd was handled in such a manner as to cause much favorable notice and conductor Hall is commended for efficient service.

Engineer Fred. Brock has been commended for meritorious service performed September 7.

Fireman on train extra west No. 2625 was taken sick. Brakeman C. Beebe fired engine successfully from Haynes to Cincinnati, arriving at latter point without delay. His efforts and display of loyalty are commended.

Toledo Division

Operator J. S. Buschman, on duty at Middletown, was commended by the superintendent for his observance and prompt report of a dangerous condition in passing train on June 7, and again on July 23, for prompt action in a similar case.



J. S. BUSCHMAN

Conductor M. Geiswein is commended for his prompt handling of a dangerous track condition at Miamisburg on August 15.

Conductor E. J. Shank is commended for watchfulness and prompt action in reporting a condition at Leipsic on June 23, which otherwise might have caused a derailment.

O. A. Martz, operator at Ottawa, Ohio, was commended by the superintendent on August 5 for his prompt action in stopping train and advising crew of a dangerous condition.



O. A. MARTZ

"Home Remedies"

ONE sees the term abused, though not so often as once was the case, by venders of this and that quackery who howl their wares from billboards and street-car placards. Nostrums and lies go well together as twin agents of darkness, and have done so ever since the Father of All Patent Medicines offered Eve his little specific for the happiness of Eden. It was a cure, too, though not what the fair patient expected. Still there are and will be home remedies of great value, but the trouble is that they do not come in six bottles for $5, nor are they for sale in anybody's world-wide and perdition-deep chain of drug stores. There's kindness which cures the bruises and sprains of living as nothing else has ever done, and even electricity cannot replace it. Have you ever tried this as a remedy for your home? Time and thought are the means of its application, and the most obdurate troubles yield in time to its persistent use. Humor will disinfect and heal innumerable silly little pin pricks of personal feeling which otherwise may fester into the family blood poisonings that have devastated so many lives. Boracic acid solution has no such effect on inflamed I's. Try humor and count ten or a thousand next time before you begin to scratch your vanity's bleeding hide. It may save you a major amputation of the soul. There's a sympathy which really does feed and restore the nerves when frazzled out by the day's wear. No extract of malt can accomplish anything like the results which are scored daily by those wise enough to use this famous old restorative. Try it next time gently on some severe case. Nothing is said here about love, for that is a foundation, not a cure, and without it there are no homes.—*Collier's.*



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman*

Advisory Committee

A. Hunter Boyd, Jr., Law Department — J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

Baltimore and Ohio Building

The mail room in the Baltimore and Ohio Building, recently sent out the following notice:

"To avoid delay to office representatives in collecting mail at the mail room in this building, and to expedite the distribution of mail, a system of lock boxes has been inaugurated in that room. The mail room will be open and accessible to office representatives during twenty-four hours of the day, regardless of whether or not the mail room force is present.

"Box No. — has been assigned to your department, for which key is handed you herewith.

"Effective Monday morning, September 13, 1915, please have your representative, calling for mail, secure this from box indicated.

Supervisor of Mail Traffic."

The Car Service Forum

Correspondent, William Ruddell Mackin

Cross Ties

The locomotive mileage department has entered penumbra.

We were born at Pumpkin—baked Pumpkin on the rind.

Life tells time by Hardwick.

Walter Kent, he of the golden curls, is fortifying his upper lip against the coming chilly winter winds with a beautiful autumn moustache.

The following places have had their beauty marred, their tranquility disturbed, and their neutrality violated by the car service forces during the vacation season: Niagara Falls, Eastern Shore, Lake George, Atlantic City, Baltimore Street, Riverview, The Movies, Tolchester, Boston, Montreal, Lansdowne, Hamilton, Terrapin Park, and Annapolis.

Along the Road

QUAINT TOPICS OF INTEREST FROM THE SUBURBS

Economy down by the old Mill Stream: Lucien Mills spends Sundays with his wife and the seven little Mills' at his home at Actaquan, Va.

Have you seen any Zeppelins lately? A. B. Criswell made a flying trip from coast to coast during his vacation.

Like the chicken, he wanted to get on the other side: F. M. Garber, car foreman, has moved his office across the track in Benwood yard.

And naturally, someone will be towing the mark at Toledo shortly: Mark Ellis, yard foreman, not to be outdone by the others, came in recently and announced the date of his marriage.

Talk about beating it on your vacation: John Rohen, clerk in local yard office at Toledo, spent his vacation at home. Neighbors say that he is an expert at wielding a club on a carpet.

The grand bounce on the Wheeling Division: J. J. Donovan, machinist, is the proud father of a bouncing baby boy.

Report of the Joy Committee at Cumberland: F. A. Tole, clerk to road foreman, had a great time on his honeymoon.

JOHNNY WUNK.

Auditor Coal and Coke Receipts

Correspondent, J. LIMPERT

While the current events of this office have not appeared in the columns of the MAGAZINE for a considerable length of time, the boys are still on the job, and one and all have expressed their delight that the publication has been resumed, and wish to thank the management that they have seen fit to authorize such action. The coming of the MAGAZINE to this office is now looked forward to each month and frequent inquiry is made as to the date of its probable arrival, in anticipation of the many interesting articles contained therein.

During the recent campaign of the "Milk and Ice Fund," the clerks of this office came forward nobly and contributed their "penny a day." The result was most gratifying.

As a further evidence of life among the clerks, the baseball team, organized in the month of April, is still in existence, and although the results have not been quite up to expectations, the team has afforded quite a deal of pleasure for both players and spectators. Once in a while we turn the trick on some unsuspecting victim and win a game. Along this line was the double-header played with the sailor boys of the Revenue Cutter "Androscoggin," at Arundel Cove, to which point our boys journeyed, and with southpaw "Jimmy" Landerkin on the mound, held the heavy hitters of that team to one lone bingle, while "Al" Lehman held the same crowd to three safe wallops, which is not a bad day's work by any means.

Our rate clerk, C. W. Shinnamon, has been cavorting around in the neighborhood of Claiborne, Md., and judging from the numerous trips made to this locality, we have a sneaking suspicion that it was more than the bathing that attracted him to this spot. If he keeps on, by heck, they'll be taking him for one of the natives.

R. P. McNicholas, one of our fellow clerks, who, on account of ill health, has been on leave of absence since the middle of May, reported for duty on September 1, and looks the picture of health. Mac tells us that he was out on the O'Burk Ranch (which is situated in the state of Iowa) for about two and a half months. He went via our lines to Chicago and from Chicago to Ottumwa, Iowa, via the C. B. & Q., coming home the same way. Upon returning from the west to his home in Cockeysville, Md., he motored to Niagara Falls and back, the trip taking fifteen days. The route to Niagara was over the Lincoln Highway to Pittsburgh, thence up around Lake Erie to the Falls, returning by way of the beautiful Lehigh Valley.

When it comes to punching cards on the Hollerith Key Punch machine, this department is very ably represented by Miss Ruth Stubbs.

A glance at the record of Miss Stubbs for the past eight months will give an idea of her proficiency.

	No. Cards.	Errors.	Percent.
January, 1915.....	38,000	7	.0002
February "	32,500	6	.0002
March "	31,000	5	.0002
April "	34,000	8	.0002
May "	37,000	5	.0001
June "	46,000	8	.0002
July "	52,500	7	.0001
August "	35,500	4	.0001
Total.....	306,500	50	Avge. .0002

This shows that out of a total of 306,500 cards punched, on which there is punched an average of forty holes per card, or a grand total of 12,260,000 holes punched, there were but fifty errors. This is only .0002 per cent. as compared with the number of cards punched, and, .000004 per cent. as compared with the number of holes actually punched, or in other words, one error for every 245,200 holes punched.

In combining sympathy with business, the following letter is in a class by itself. The original is held by one of the boys in the office, whose very distant relative the deceased happened to be; therefore it is not a fake. It reads:

"Dear Madam:

As I saw in the paper that you had a death in your family, I beg to accept my sympathy and lets hope this will be the last one, but if you got any clothing, shoes, hats or etc. left from the deceased, Please notify,

Z. STEIN,
917 N. Muldoon St.

As I pay the highest market price for same."

Of course, the signer's name and address is slightly changed.

The question has been asked, "What is the matter with W. E. Brady?" He does not talk about his chickens so much any more. Well, the truth is, that since his Yale lock on the hen house was broken and someone tried to steal his flock (which consisted of three hens), it seems to have taken the talk out of him. It must certainly have been an inspiring spectacle to see Willie go down the back yard with a thirty-eight in his hand, hanging on to his wife's apron, said wife being compelled to lead on account of Willie being so bold she was afraid he would shoot someone.

Auditor Merchandise Receipts

Correspondent, HARRY BRANSKY

R. E. Mitchell, the genial head clerk of the Interline Settlement Division, went over the Merchants and Miners Transportation Company on a trip to Providence and Boston.

E. E. Oldhouser is back at his desk again after a vacation. "Joe," as he is familiarly called, looks great, and the trip did him a world of good. He visited Philadelphia, Allentown, Reading Harrisburg and York.

Messrs. Walter Cooper and Harry Doron have returned from a long vacation, spent largely in Canada. They visited Niagara Falls, Montreal, Quebec, Saguenay River, and Saratoga Springs. Harry and Walter carried "passports." as it was likely that, without these necessary documents, their trip would have been interrupted by the Canadian authorities.

A. J. Ellerbrock left on August 26 for a trip to Niagara Falls, Cleveland and Detroit.

F. F. Lollman spent his vacation with his wife and children at Charlotte, N. C. Frank was pleased with the natural beauty of the "Tar Heel" state. He is quite a sportsman, and regretted that his vacation was over so quickly, as hunting is plentiful in that region.

We are having any number of visitors in our office these days. They are generally interested in examining our Daily System of Accounting. The organization which J. P. O'Malley, auditor merchandise receipts, has built up in this department, has duly impressed the visiting gentlemen. The efficiency, quickness, and dispatch with which this department handles its accounts, has carried the fame of the Baltimore and Ohio into the accounting offices of nearly every railroad in the United States. Among the more noteworthy of these visiting gentlemen are W. J. Wright, auditor freight receipts of the Missouri Pacific Railroad Company, his chief clerk, I. H. Bone from St. Louis, and H. C. Utz, head clerk, Interline Department, Central Railway Clearing House, Cleveland, Ohio.

The Company baseball team defeated the team of the Pennsylvania Railroad at Union League Park by the score of 2 to 0. Rain stopped the game in the sixth inning. The pitching of Bolton and Beck, and the batting of Andrews, featured. Our team was to have played the team of Connellsville a return game on that day, but owing to the heavy rain, the game was postponed. Connellsville defeated us in a close contest on July 31, and our boys made the trip to Connellsville to play the team of that town two games on Labor Day. We won the first game 9 to 7, losing the second by the score of 11 to 5. The members of the team are employed in this office, and have made a good record this year. J. C. Peregoy is manager; James Spurrier, assistant manager; J. D. Cordle, business manager, and I. M. Hudgins and Stanley Wolf, umpires.

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

James Walter Walker, of the auditor passenger receipts office, has taken a dip into the sea of matrimony. His fair companion was Miss Amy Royer Champagne Harris. James took the oath on August 31, the honeymoon being an extensive motor trip through Maryland, Delaware and Pennsylvania. Mr. Walker has seen service in the U. S. army as well as in the marine corps, and was one of the first to land at Vera Cruz, in which engagement he took an active part. He and Mrs. Walker will welcome their friends at their home on Rockwell Avenue, after October first.

Edward Boylan distinguished himself as a swimmer by capturing first place in the Arundel Boat Club's 100 yard swim. The event was a handicap, with Mr. Boylan as scratch man. The reward for his efforts was a beautiful gold medal, of which he is justly proud.

Charles D. Joesting, formerly of this office, but now a patient at Eudowood, has suffered a relapse, and very little hope is held out for his recovery. Mr. Joesting is very popular, and has a large number of friends both in and out of the railroad.

The clerks of this office were not outdone in charitable acts, and joined the forces of the "Penny a Day" milk organization. Every one was reminded to do his share of helping the suffering tots of the city, by the large placard, which read:

ONE PENNY A DAY
FOR THE MILK
AND ICE
FUND

which was posted in a prominent place, and thus the good work was carried forward with great enthusiasm.

New York Terminal

Correspondent, S. W. NELSON, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

WM. CORNELL	Terminal Agent, Chairman
W. B. BIGGS	Agent, Pier 22, N. R.
E. W. EVANS	Agent, St. George, S. I.
J. J. BAYER	Agent, 26th Street, N. R.
J. T. GORMAN	Agent, Pier 21, E. R.
A. L. MICKELSEN	Agent, Pier 7, N. R.
ALBERT OSWALD	Foreman, Pier 22, N. R.
MICHAEL DEGNON	Foreman, 26th Street, N. R.
W. D. RITTER	Foreman, Pier 7, N. R.
EDW. SALISBURY	Assistant Terminal Agent
JOHN JOHNS	Master Carpenter
N. JOHNSON	Clifton Shops
E. G. CLARK	Tug Captain
EDW. SPARKS	Marine Engineer
HENRY BULL	Barge Captain
NEILS GADEBERG	Barge Captain



S. W. NELSON
Of Pier 22, Ass't to Cashier and MAGAZINE Correspondent

James Lynch, our stout and jovial clerk at Pier 22, took unto himself a bride on Saturday, September 4, 1915. The honeymoon was spent at Niagara Falls, New York. We all hope that James and his wife will enjoy smooth sailing on the sea of matrimony.

Traffic Department, 379 Broadway

E. L. Young, soliciting agent, spent a pleasant vacation in the Catskill Mountains and Walton, N. Y.

Harvey Morris, soliciting agent, spent his vacation in Keansburg, N. J.

F. W. Geagen, soliciting agent, and wife went to Spring Lake, N. J., for a rest.

Herbey Spencer, our most efficient operator, toured the New England States.

Charles Roscoe Perkins, stenographer, went to Cincinnati and Dayton, Ohio. The boys at 379 are beginning to wonder what the attractions are at Cincinnati. Look out, "Sy!"

R. A. Burke has returned from a vacation spent in New York State, his itinerary including Saratoga Springs, Albany and Troy.

It is whispered from an authoritative source that Frank Rohne and Louise Tober, who handle our trace desk most efficiently, are considering the field of matrimony.

T. A. Kavanaugh, formerly chief clerk at Pier 22, is making good in great shape at his new post at 379 Broadway, and likes the work very well.

Staten Island Rapid Transit Railway Company

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

Divisional Safety Committee

F. C. SYZE	Chairman, Assistant Superintendent
B. F. KELLY	Vice-Chairman, Trainmaster
C. M. DAVIS	Secretary, Clerk Assistant Superintendent
W. B. REDGRAVE	Engineer Maintenance of Way
J. BOWDITCH	Assistant Engineer Maintenance of Way
W. A. DEEMS	Master Mechanic
A. CONLEY	Road Foreman of Engines
F. PETERSON	Supervisor of Station Service
DR. F. DEREVERE	Medical Examiner
J. B. SHARP	Coal Agent
E. W. EVANS	Terminal Agent
E. ALLEY	Supervisor of Track
W. L. DRYDEN	Signal Supervisor
J. A. LARKIN	Chief Train Dispatcher
GEO. VANCLIEF	Shop Foreman
J. WEAVER	Engineer
F. BARBER	Fireman
J. B. GEROW	Conductor
CARL VANNAME	Yard Conductor
SAMUEL KING	Freight Trainman
J. LESTRANGE	Signal Repairman
PHIL RYAN	Foreman
F. ESTELLO	Shopman
W. POST	Car Inspector
M. MESSNER	Repairman
I. M. STICKNEL	Agent
J. ELLIOTT	Supervisor of Crossing Men
E. PALMA	Acting Captain of Police

E. R. Buck, bookkeeper, and wife spent a pleasant vacation at Southold, L. I.

W. M. Walsh, clerk, spent his vacation among the Catskills and also paid a visit to Albany, N. Y.

Ticket clerk "Jim" Simmons and his mother, visited relatives in Philadelphia during "Jim's" vacation.

Commercial freight agent Randolph, wife and son Wilton, visited friends in Baltimore and Washington recently. Although we have no positive assurances, it looks very much as though "S. P. R." is breaking Wilton in for a job as solicitor. He's some kid and is pretty well known among all the boys. They are always glad to see him when his dad brings him to the office.

Chief clerk in the traffic department, J. T. McGovern, with his family, has been spending several days at the seashore. We are all glad to learn that his baby daughter is again on the

road to complete recovery and John has the sincere good wishes of all the boys that she will soon be in perfect health.

Rate clerk Flanagan spent a week's vacation at Luzon, N. Y., and had a very enjoyable time.

General clerk Frey, of the traffic department, and his wife and son, visited the former's parents at York, Pa.

The hearty congratulations of all the boys go to claim clerk "Charlie" Schadt and his wife upon the recent arrival of a baby girl. At last reports, mother and daughter were doing very nicely, and Charlie is going around now like a pouter pigeon. There's a reason.

Miss Doris Wilson, of the secretary's office, has returned after a month's vacation spent at Beach Lake, near Narrowsburg, N. Y. Miss Wilson reports having had a very pleasant vacation and brings back a large supply of "snap shots" to prove it.

W. S. Yerks, of the vice-president's office, and his wife, spent their vacation at Lake George and Saratoga.

Joseph Heissinger, of the vice-president's office, has returned from his vacation, a few days of which he spent in Washington, D. C.

M. E. Watkins, paymaster, spent Labor Day at his home in Baltimore.

E. Alley, track supervisor, has returned from a visit to his family at Moundsville, W. Va. While away, he visited old friends in the railway world in that neighborhood. During his absence, H. W. Ordeman of the engineering department acted in his place.

Theodore Joslin, maintenance of way carpenter, spent a little time with his family on his farm at Laurel, Delaware.

R. J. Sadler, signal repairman, and his wife, visited friends in Charleston, West Virginia.

Miss Viola R. Merrill, stenographer to engineer maintenance of way, went to Norfolk, Virginia, for her vacation.

Victor Matson, maintenance of way carpenter, took a trip to Merrill, Wisconsin, to visit some friends.

Daniel Owens, engineer on Arthur Kill drawbridge, with his daughter Ethel, spent a week in Washington.

Joseph Morris, electrician in the maintenance of way department, spent an enjoyable time in Washington, D. C.

A. Conley spent a pleasant vacation with his wife at his camp at South Beach.

The following firemen have passed the examination for locomotive engineer: Thomas May, Peter Cahill, John McGinn and W. Woods.

Ben Thompson, foreman carpenter, spent a pleasant vacation at his old home at Smithtown, Long Island.

R. Groeling and wife spent a pleasant vacation at Lake George, Plattsburg, and touring through Canada.

Peter Cahill, engineer, and wife made a trip down east and report having had a very good time.

Abe DeWaters, engineer, and Jack Mulcahey, fireman, spent their vacation at Port Jervis, N. Y., and visited Peter Gray, an engineer previously in the employ of the Staten Island Lines.

Philadelphia Division

Correspondent, J. C. RICHARDSON, *Chief Clerk*

Divisional Safety Committee

S. T. CANTRELL.....Superintendent, Chairman
W. T. R. HODDINOTT.....Trainmaster, Vice-Chairman
F. G. HOSKINS.....Division Engineer
J. KIRKPATRICK.....Master Mechanic
J. E. SENTMAN.....Road Foreman of Engines
F. H. LAMB.....Division Claim Agent
T. B. FRANKLIN.....Terminal Agent
DR. C. W. PENCE.....Medical Examiner
W. A. RESAU.....Freight Engineer
E. R. HEWITT.....Passenger Fireman
W. S. WILSON.....Freight Conductor
JOSEPH DUMIGAN.....Yard Brakeman
JOHN KILEY.....Blacksmith
J. A. HEALEY.....Engine Inspector
R. C. ACTON.....Secretary

On August 1, H. W. Strang, patrolman, was appointed additional lieutenant of police, and J. N. Godwin was made lieutenant of police, vice P. D. Ferrick, transferred. Congratulations!

E. P. Ferguson, formerly for many years janitor of Chestnut Street passenger station, Philadelphia, and a charter member of the Veteran Employes' Association, died at Philadelphia, Pa., August 22, 1915, after an illness of over a year.

W. H. Ellis, conductor, East Side yard, was caught between two cars on September 11, and died before reaching hospital. Mr. Ellis was one of our most loved, respected and reliable employes, and was one of the first to serve on the Division Safety Committee.

P. J. Sullivan, yard brakeman, Pier 40, Philadelphia, was unfortunate in being caught between two cars, August 26, 1915, and lost his left arm. He is improving fast, and is expected to be out of the hospital in a few days.

William Glenn, clerk, Childs, Md., has been on the sick list for the past several weeks.

The following stations on the Philadelphia Division showed increase as noted in July, 1915, over the same month of the previous year:

Wilmington, Del.	$6,977.00
Woodlyn, Pa.	2,943.00
Chester, Pa.	2,315.00
Yorklyn, Del.	2,400.00

Through efforts of the following named employes, traffic was secured for our line:

Edward McEvoy, conductor, shipments from a manufacturing firm.



SUPERINTENDENT'S OFFICE FORCE AT PHILADELPHIA
Chief Clerk and MAGAZINE Correspondent, J. C. RICHARDSON, in the centre

H. K. Hartman, division operator, passenger to Chicago, Ill., en-route to Sioux City, Iowa.

W. S. Hartman, clerk and operator, passenger to McKeesport, Pa.

Good work on the part of all these men. Let us try to follow their example. It will pay.

Baltimore Division

Correspondent, J. B. MORIARTY, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. ALLEN.....Chairman
J. P. KAVANAGH.....Vice-Chairman

Y. M. C. A.

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
G. H. WINSLOW....Secretary, The Washington Terminal Co.

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Camden
DR. J. A. ROBB.....Medical Examiner, Washington, D. C.
DR. J. F. WARD.....Medical Examiner, Winchester

CLAIM DEPARTMENT

R. B. BANKS.....Division Claim Agent, Baltimore and Ohio Building

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick
C. A. MEWSHAW.....Trainmaster, Baltimore
E. C. SHIPLEY.....Road Foreman, Riverside
J. J. MCCABE.....Trainmaster, Harrisonburg
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington
W. E. SHANNON.....Transportation Agent, Brunswick
A. M. KINSTENDORF.....Agent, Camden
J. W. BROWN.....Freight Conductor, Riverside
J. B SUNSTROM.....Freight Engineer, Riverside
W. H. CASSEL.....Freight Fireman, Riverside
J. R. TURNER.....Yard Brakeman, Riverside

MAINTENANCE OF WAY

H. M. CHURCH.....Division Engineer, Camden
S. C. TANNER.....Master Carpenter, Camden
C. A. THOMPSON.....Signal Supervisor, Camden
E. E. PEDDICORD.....General Foreman, Locust Point
C. W. SELBY.....Supervisor, Washington Junction
A. C. HOFFMAN.....Foreman, Locust Point
M. H HIGINBOTHEM.....Painter Foreman, Mt. Clare
G. K. JOHNSON.....Track Foreman, Lansdowne
T. L. SUGGS.....Track Foreman, Baileys
R. F. FARLOW.....Carpenter Foreman, Curtis Bay

MOTIVE POWER DEPARTMENT

A. K. GALLOWAY.....Master Mechanic, Riverside
W. BATTENHOUSE.....General Car Foreman, Riverside
F. P CROUCH.....Assistant Car Foreman, Baileys
J. C FOWLER.....Yard Clerk, Locust Point
W. H MCNEW.....Piecework Inspector, Curtis Bay
W. H. THIEMEYER.....Clerk Locomotive Dep't, Brunswick
C. R. CRIM.....Clerk Car Department, Brunswick
T. O'LEARY.....Car Foreman, Washington, D. C.
C. V. PORTER.....Blacksmith Foreman, Riverside
J. J. PARSONS.....Janitor, Camden

Mount Clare Shops

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

Divisional Safety Committee

P. CONNIFF.....Superintendent Shops, Chairman
H. A. BEAUMONT.....General Foreman, Sub-Chairman, in charge of Car Department
W. G. BROWN.....Inspector, Erecting and No. 3 Machine
PAUL ELDER.....Machinist, Erecting Shop
J. P. REINARDT.....Fire Marshal, Axle and Blacksmith and Power Plant
WALTER GRAVES.....Material, Boiler Shop
W. B. MAYNARD.....Molder, Brass and Iron Foundries
R. LITCHFIELD.....Machinist, Nos. 1 and 2 Machine
W. D. LENDERKING..Pipe Fitter, Pipe, Tin, Tender and Tender Paint
CHAS. J. LEHMEN.....Clerk, Printing Department
E. E. HANEKAMP.....Clerk, Freight Car Repair Track and Middle Yard Repair Track
J. W. SMITH..Car Builder, Passenger Car Erecting and Paint
L. BEAUMONT....Shop Carpenter, Cabinet Shop and Saw Mill

It is with a good deal of pleasure that we announce G. B. Saumenig's transfer to the purchasing agent's office. Mr. Saumenig has for some time past been secretary to our local storekeeper and has been devoting a considerable amount of his time to the gathering of news items in the stores department for the MAGAZINE. In this capacity he has been successful, and while we note his transfer with pleasure, we know he will be greatly missed.

C. A. Hosfeld succeeds Mr. Saumenig, and J. T. Mannion, formerly of the motive power department, office superintendent shops at Mt. Clare, has been transferred to succeed Mr. Hosfeld.

James R. Gainor, formerly of the relief department, succeeds G. F. Zimmerman, who has accepted a position with the master mechanic at Riverside.

L. E. Applegarth and J. A. Hodges, storekeeper's office, are both on sick leave and we trust that they will regain their health at an early date.

C. Taylor has again returned to our ranks (storekeeper's office) and we are glad to welcome him back.

Foreman V. M. Sisk spent several days in August attending the Master Blacksmiths' Convention at Philadelphia. While there, he paid a visit to the Mint; he says the way they dump gold around is "simply scandalous."

A strange phenomenon was observed at Bush River recently by the residents. All the fish, big and little, were making for the ocean. The cause of the unreasonable migration was explained a few days later when "Till" Isaac, the assistant foreman of the smith shop, announced that he would hie away to that place for a week's fishing. We feel that the fish have little cause for alarm, however, if he leaves his bait at home in the cellar as he did the last time he was there. S-O-M-E fish stories when he returns.

"Reddy" Hurley, piecework inspector in the smith shop, after a courtship extending over a period of six years, has finally decided to launch his ship on the sea of matrimony. Another blow to the jitneys of South Baltimore. We all hope the young lady is proficient in the culinary art, as eating is "Reddy's" favorite pastime.

L. W. Sagle, piecework clerk, has been transferred from the smith shop to No. 2 machine shop.



HARPER'S FERRY EXCURSION COMMITTEE OF THE RIVERSIDE Y. M. C. A.

In the picture are J. W. GARDINER, Chairman; Conductor GEO. J. JAMES and Fireman FRANK O. LARRIMER from Philadelphia; Conductor J. L. HAWSE and Brakeman E. E. FISHER of Baltimore, R. S. THOMAS, Assistant Secretary, MESDAMES GARDINER, THOMAS, SPRIGG, JAMES, HAMPDEN, JEFFRIES, WALL, BUXTON and MILLER

This is a step higher for Lawrence and we understand he has recently asked a certain party to move from Highlandtown to West Baltimore, in order to eliminate the uncertainty of getting home in time for breakfast. F. Maguire takes his place in the smith shop and we think Frankie will make good, if he only grows a *little longer*.

Among the important changes made at Mt. Clare, effective September, was the promotion of J. J. Conen from gang foreman in the erecting shop to the position of supervisor of shop practices. We believe that Mr. Conen is the right man in the right place and that he will make good. He certainly has our best wishes.

W. R. Stevens, for several years and until early last spring, stenographer in the office of superintendent shops, when he asked for a furlough, has returned to work as secretary to the supervisor of piecework. Welcome back, Steve!

It has been proposed to originate a Form 940 for a "Latest Improved Fumigator," 1915 model, to be installed in the superintendent shops' office at Mt. Clare, for the purpose of purifying the air when the chief chemist is generating such deadly gases as hydrogen sulphide and ammonia. This in line with the policy of the Company—Safety First.

W. R. (Fliver) Gettier wants to run an engine, but he must have a straight track and no speed limit.

W. F. (Mooney) Dasch, our esteemed car department timekeeper, is continuing to receive his Friday's mail from Darby. Wonder what is in the wind? Upon receipt of the letter he smiles joyously and murmurs all day. Wonder if he is serious?

This photo contains the gracious faces of piecework inspector C. M. Kennedy of the pipe shop, in center; C. N. Southcomb, tin and iron worker, on left; and W. Frederick, coppersmith, on the right. The three mentioned made a flying trip to Coney Island, New York, recently and Kennedy says when the photo was taken they were at a height of 10,000 feet above the sea level. You may note by their looks that they may have flown a little higher. Go it boys, we'll believe you.



KENNEDY, SOUTHCOMB AND FREDERICK
Hunting for Zeppelins

BUDDY MCKENZIE.

Buddy McKenzie of No. 2 shop fame
Went to Atlantic City on the 1.55 train.
The boardwalk was deserted until he arrived,
Then things took on the appearance of a busy bee hive.
The girls gathered around and all began to stare
When Buddy raised his hat and displayed his golden hair.
His palm beach suit and panama hat,
His noisy hose and dashing cravat,
Were the only things to be seen for miles around,
So everyone knew Buddy had arrived in town.
The wheeling chairs were his, both night and day,
In fact everyone did as he would say.
In the shows, on the piers and on the beach
All the girls would say "Why he's a peach."
His figure (as perfect as could be),
Was the cause of considerable jealousy.
Now our story we will bring to a close
As Buddy for a dozen cameras begins to pose,
He's homeward bound, all the fair sex is in tears,
And several of them he left jumping off the piers.

J. McDonough, recently appointed assistant superintendent shops at Mt. Clare, has arrived at this position after a very thorough training in railroad work. He first entered railroad service in 1904, after graduating from high school at Urbana, Ill., as blacksmith apprentice at the Big Four shops at that point and served in that capacity for fifteen months. Later, during the years 1905 to 1908, while attending the University of Illinois, he worked as a helper in the boiler and blacksmith shops during the summer months. In October, 1908, he again entered the service of the Big Four at Beech Grove, Ind., as a special apprentice and worked in that capacity until December, 1910, when he was appointed piecework inspector in the erecting shop there and was successively gang foreman and general piecework inspector at that point until June 1, 1913, at which time he came to the Baltimore and Ohio at Mt. Clare as assistant to superintendent shops in charge of piecework. Since that time Mr. McDonough has served successively as assistant to superintendent shops, supervisor of piecework and general foreman at Mt. Clare. He became assistant superintendent shops September 1, 1915.

The accompanying photograph is of one of Mt. Clare's latest acquisitions, J. C. Brooke. Mr. Brooke entered the service of the Company at Glenwood as a machinist, August 18, 1914, and became assistant foreman of the machine shop, September 8, 1914, and foreman of the machine shop February 1, 1915. On May 1, 1915, he was transferred to Mt. Clare as foreman of No. 2 machine shop, and upon the resignation of E. E. Cullison, September 1, 1915,



J. C. BROOKE

he was promoted to the position of supervisor of machine and hand tools.

The position of general foreman at Mt. Clare, made vacant by the promotion of J. McDonough, was filled by the promotion of C. B. Woodworth. Mr. Woodworth is a graduate of Purdue University of the year 1907, having received the degree of mechanical engineer. During the summers of 1901 to 1903, while attending the University, he served as an apprentice with the Wabash R. R., and during the eight months following his graduation completed his apprenticeship with that railroad. He then entered the service of the Baltimore and Ohio R. R. as a machinist at Garrett, Ind. (February, 1908), and in October, 1908, was appointed roundhouse foreman at Sandusky, Ohio. In April, 1909, he was transferred to South Chicago, Ill., as night roundhouse foreman, and in April 1910, was promoted to assistant day roundhouse foreman at Chicago Junction, Ohio. He remained at this point until May, 1912, serving as assistant day roundhouse foreman, night foreman and day foreman. In May, 1912, he was appointed motive power inspector on the Wheeling System, reporting to G. A. Schmoll, superintendent motive power. During July, 1914, Mr. Woodworth was sent to the Baldwin Locomotive Works as chief inspector on our order for thirty new class S type locomotives, and in December of that year came to Baltimore as supervisor of shop practices at Mt. Clare and served in that capacity until September 1, 1915, when he was promoted to the position of general foreman in the locomotive department.

Shop Order Office

THE S. O. BUNCH

I've got a hunch that our S. O. bunch
Is a mighty funny set.
When we want things done and you're on the run,
You can lay a little bet
That you'll find them just six weeks behind—
Not a chance to catch up yet.
There's Mr. Paullis, main gazook, and Tommy Collins, cute,
When he talks you think you're listening to
A wheezy, rusty flute.
Lean and tall is Hansen, and short is Banahan,
And now we come to our old friend, the "skilled material man."
If you want some information (and of this he keeps a hoard),
You needn't go so very far to get it by the board,
You've only got to find that man—McCann I think's his name,
The way he'll dish it out to you would make 'em all look tame.
And accurate, oh my! just check his figures once,
He makes the smartest college "grad" look like the dumbest dunce,
According to his figuring, six nines are eighty-two,
And nine times five are fifty-four, and one from one leaves—you.

—*The Free Lance.*

WHERE HAS LOUIE'S TOBACCO GONE?

They've had sixteen detectives on the job for seven weeks,
They've searched the deepest valley and they've climbed the highest peaks,
They've looked in every corner of this world from pole to pole,
They've searched the bottom of the sea, and looked in every hole,
To find that plug of Louie's after Buckley took a bite,
But man, it all was useless, for it went clean out of sight.
The only thing that still remains about that famous plug,
Is the fact that it has disappeared, and now it can't be dug.
You see, they saw him take a bite, they saw the thing go in,
They saw Buck take an awful gulp and then begin to grin.
But after that it disappeared, and Louie's waiting yet
With outstretched hand at Buckley's desk to take back what was left.
They've never found that famous plug, what's more they never will,
For Buckley ate the whole darn thing so that he'd have his fill.

—*The Free Lance.*

Pattern Shop

Risen M. Davis, who has been employed by the Company for thirty-seven years, was mar-

ried on September 1 to Miss Martin, whom he has known for the past twenty years. This is his second venture into matrimony, and the boys of the pattern shop wish him every success.

Washington, D. C., Freight Station

Correspondent, W. H. WHITING, *Chief Clerk*, Washington, D. C.

Vacations are over, Saturday half holidays are over, and everybody is back prepared to plug through the usual winter campaign. The "coming events" of the fall and winter rush have already "cast their shadows before them," and our platforms are beginning to indicate that the Baltimore and Ohio will, at least, get its share of what promises to be a busy season.

Since the last issue, yard delivery clerk A. J. Wall resigned to take a position with the Washington Steel & Ordnance Co., evidently thinking that the so-called "unpreparedness" of the country makes it necessary for all strong men to assist in bolstering up our defense. On the other hand, assistant cashier J. H. Peak, who has returned from his vacation at Ocean View, Va., states that he inspected the United States battleships at Hampton Roads and considers that the "preparedness" indicated by them convinces him that he has no occasion to worry about the safety of his hearth and home.

Tallyman P. Kelly spent a few days at Youngstown and Conneaut, Ohio, and on his return made the "stay-at-homes" in Washington, who had been sweltering in a temperature of ninety degrees and upwards, feel still warmer, for he described the cool bathing he had enjoyed in the bracing, fresh waters of Lake Erie.

Delivery clerk T. E. Fry visited the "old folks at home" at Point of Rocks, Md., and enjoyed a thorough rest, returning with renewed vigor to argue with the teamsters over package deliveries.

H. G. Howard and A. F. Carey, of the cashier's department, spent their respective vacations in Rahway, N. J., and Staten Island, N. Y. Both report that those spots are still as attractive as ever, Rahway with its inland scenery, and Staten Island with its lovely views across New York harbor.

Claim clerk J. T. Carr, on his return from a few days' sojourn at Atlantic City, reported that the boardwalk had lost none of its attractiveness and allurements since he was there some years ago. He decided that he would rather handle railroad claims than attempt to adjust any damage that might occur if "Old Ocean" should ever break in over the boardwalk.

Chief manifest clerk H. V. Hayghe spent his time in the restful occupation of house moving. He returned, however, just as fat and jolly as ever and feeling none the worse for his "rest."

Rate and trace clerk K. D. Fox had the one large time of his life in New York city. This being Karl's first trip to the "big village" he was duly impressed with the "bigness" of every thing he saw. He considers Coney Island a "thing of beauty and a joy forever." Nevertheless he thinks that our capital city, with its wide avenues and streets and its innumerable shade trees and other objects of beauty, is a grand place to return to for a rest after the strenuous days in "little old New York."

Our old German comedian friend, Louis Mann, in the play of "The Telephone Girl," used to ask the question "Vos you effer in Zinzinnawhti ?" This could be answered in the affirmative by car foreman Timothy O'Leary, who has just returned from an enjoyable visit to his daughter, who is located in the busy Ohio city. Mr. O'Leary reports that the Queen City continues to deserve her royal title, and is in every way a delightful place to visit.

"Doc" W. A. Keyes, foreman O'Leary's right hand man, spent a pleasant vacation in the mountains at Rowlesburg, W. Va., enjoying the bracing air of that locality. He certainly shows that he has benefited by his trip. Some time ago "Doc" underwent a painful operation, but everyone is glad to know that he has now completely recovered and is able to take care of his duties as well as ever.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary* Y. M. C. A.

Terminal Railroad Y. M. C. A. athletic park came into prominence when the Amateur Baseball Association of the District of Columbia was granted the use of the park to play off the games in the post-season series, all except two games, or a total of nine in the series, being played there. An average attendance of 3,000 at each game means that between 25,000 and 30,000 people witnessed the games.

General Office team of the Terminal Railroad Y. M. C. A. Evening League played in Section B. The team played four games, losing three and winning one.

"Johnny" Laverine, cashier's clerk at the Baltimore and Ohio freight office, pitched for the General Office during the season and made a good reputation for himself. A bad day in one of the post-season games caused him to suffer defeat, but he came right back next time and held his opponents without a hit. Laverine pitched especially well in a game between the Terminal team of Washington and the Railroad Y. M. C. A. of New York city. In the four innings which he pitched he did not allow a hit; two men got bases on balls; and he struck out eight. We



"JOHNNY" LAVERINE

give a snap shot of John in uniform on the ball field. Laverine is a genial fellow and a hard worker at all times. He is in the game heart and soul from the time the first ball is pitched till the last batter is out.

The arrival of a little girl in the home, is the cause of the extended smile on the face of Walter Wenzel of the auditor's department.

The Bowling League of the Terminal R. R. Y. M. C. A. elected officers for the season of 1915-1916. President, B. B. Fulk; vice-president, E. F. Bland; secretary, G. H. Winslow; treasurer, O. J. Rider. The league will be composed of the following teams:

Coach Yard, S. W. Hughes, Jr., captain.
Electricians, A. H. Enman, captain.
Auditor's, O. J. Rider, captain.
High Level, E. F. Bland, captain.
Low Level, J. Kilroy, captain.
Southern Railway, I. E. Smith, captain.
General Office, G. N. Payette, captain.
Store Room, H. M. Sullivan, captain.

The prospects are bright for a successful season.

The new concrete floor in the office building at Ivy City shops is an appreciated improvement.

The Educational Committee is arranging for group talks, illustrated with the stereopticon, for the coming winter. Various subjects will be presented, such as travel, history, safety, manufacturing, etc.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL.....Superintendent, Chairman
W. TRAPNELL.....Assistant Superintendent
J. W. DENEEN.....Trainmaster
P. PETRI.....Division Engineer
T. R. STEWART.....Master Mechanic
L. J. WILMOTH.....Road Foreman of Engines
DR. J. A. DOERNER.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. S. HARIG.....Claim Agent
W. E. YARNELL.....Assistant Trainmaster
E. DWIGGINS.....Freight Engineer
D. L. CLAYTON.....Freight Fireman
W. J. CATHERS.....Freight Conductor
C. P. ARNOLD.....Yard Brakeman
S. H. STORER.....Machinist
C. W. ROBINSON.....Car Inspector
T. R. REES.....Secretary to Superintendent

The Baltimore and Ohio Railroad Young Men's Christian Association picnic, held at Mountain Lake Park, on Thursday, August 26, 1915, with upwards of 2000 people attending, was a huge success. The baseball games created great interest, the morning game between Keyser and Cumberland resulting in a victory for Keyser and the afternoon games Cumberland *vs.* Grafton, being won by the Graftonites.

T. R. Stewart, president of the association, and master mechanic of the Cumberland shops, was master of ceremonies for the day. To him and his able corps of co-workers the association owes a debt of gratitude for the splendid work they did. The committee of management were also greatly pleased and encouraged by the fact that both superintendent Cahill of Cumberland and superintendent Scott of Grafton, attended the first annual outing. Their happy smiles and keen interest in the teams of their respective divisions were enjoyed by all the fans on the grand-stand. It was a glorious day from a weather standpoint and everyone had a most delightful time. The splendid manner in which the Company handled the special train was commented upon by all present, and the Y. M. C. A., through these columns, desires to thank the management for their fine cooperation and kindness.

The day's outing did much to create a spirit of fellowship among the men from Grafton, Keyser and Cumberland. Here's hoping for a bigger and even better time next year, and that Cumberland will win both games.

The many friends of conductor J. E. Moore, of the third division, desire, through the columns of our MAGAZINE, to express their heartfelt sympathy for him and his wife and family on the untimely death of his sweet little girl, Margaret, four years of age, who was accidentally shot by her cousin, Anthony MacNamee, in the MacNamee home on Friday, September 17. The tots were first cousins and were up in one of the bed rooms playing "house," Anthony the papa, and Margaret the mama, while the two year old sister of Margaret played the part of the little girl. Anthony climbed up on a chair, pulled out one of the bureau drawers, discovered his father's revolver, and while the tots were examining it, he pulled the trigger. The bullet entered Margaret's head above the eye, penetrating the brain. Mr. and Mrs. Moore have the sympathy not only of their fellow employes of the railroad, but also of the entire neighborhood in which they live.



MARGARET ALICE MOORE
Late daughter of Conductor J. E. Moore

Let this be a warning to all parents who have loaded fire arms in their homes, either to do away with them or to secret them some place where it will be impossible for a child to get hold of them. The parents of little Anthony MacNamee are prostrated over the accident.

The Company Y. M. C. A. baseball team held a concert in the Leader Theatre, Virginia Avenue, to raise funds to pay for their uniforms. Interested friends donated their services, and gave a splendid program. E. F. Warner, machinist in the shops, with his impersonations, greatly delighted the audience and the "Florintines," in their unique wire walking act, captivated the house. Handicapped as they were, through the smallness of the stage,



NEW ICING PLATFORM AT CUMBERLAND

they gave a marvelous exhibition. Mr. Florintine, in his wonderful one foot jump over two chairs, landing on his one foot on the other side of the wire, was loudly applauded. The fascinating little lady, who does so many wonderful stunts on the wire with him, is the wife of J. Scott Swearengen, one of our shop boys. John Duke, as usual, had the crowd with him in his wonderful piano renditions. Mrs. Sisler, wife of the general foreman of the Keyser shops, gave one of her delightful selections on the pianoforte, and showed that she is master of that instrument. Mrs. H. M. Clark, who has always manifested an interest in the Company boys, received hearty applause for her splendid rendering of the "Alabama Ripples." She is quite a master in the art of playing. Everybody in Cumberland knows B. F. Shaffer, and to say that his wonderful facial expressions and monologues delighted the crowd is putting it mildly. Mr. Shaffer always brings the house down. Secretary Montignani and his little daughter Bunty also took part in the program, Bunty taking the part of Charles Chaplin in inimitable style. The baseball team desires to express publicly to all those who took part in the program, their sincere appreciation, and also their gratitude to those who attended the concert, for their cooperation. A goodly sum towards the uniforms was netted as a result of the concert.

The Baltimore and Ohio Young Men's Christian Association building of Cumberland has been repainted and decorated, and makes a very attractive appearance.

The peach movement on the Cumberland Division has been unusually large this year and an icing platform was built for the proper handling of the business. From sixty-five to ninety cars have been iced per day, and the short space of time in which they were iced and the urgent necessity for keeping the business moving, has speeded up the movement of our men until they have been able to ice a car in from three and one-half to four minutes. They are very proud of their work and the record they have made, and had the accompanying photographs taken, which we are glad to publish.

The employes of this division desire to express to Mrs. J. L. Myres and family, their sincere sympathy in the sad hour of their affliction. Mr. Myres was fatally injured on the morning of September 17. He was a fine type of the Christian gentleman, and a member of Grace M. E. Church. Just after the accident, while still conscious, he said to a railroad brother,—"Well, it's all right. I'm not afraid to die. I'm prepared to go." Such splendid testimony as this ought to reach the hearts of every railroad man and make him ask himself, "What about myself? What if it had been me?"

Master mechanic T. R. Stewart, H. H. Summers, conductor Robert Compton and secretary Montignani attended a One Day's Conference at Lake Terra Alta, in connection with the Railroad Y. M. C. A. The party journeyed from Cumberland to Terra Alta through the courtesy and kindness of Mr. Tasker Llowndes, in his motor car. On his return, Mr. Stewart stated that he had never enjoyed anything more in his life, that he had no idea that the roads in Maryland were so fine and the scenery so grand. The secretary had to apologize to the hotel keeper for the manner in which his three delegates managed to clean up all the eatables after their fifty-five mile automobile ride.

The Y. M. C. A. conducted a tennis tournament during the past month. Much interest was manifested in the games, which resulted viz.:

SINGLES.

Carpenter defeated Bove, 6-2, 3-6, 6-0.
Allamong defeated Keller 7-3, 3-6, 6-2.
Hahne defeated Hummel, 6-2, 6-2.
Workman defeated Defibaugh, 6-3, 6-3.
Freeland defeated Montignani, 6-4,-6-4.

DOUBLES.

Keller and Freeland defeated Hahne and Defibaugh, 6-2, 8-6.

Keller and Freeland defeated Workman and Carpenter, 6-3, 3-6, 6-4.

Keller and Freeland defeated Allemong and Kline, 6-2, 2-6, 6-3.

Carpenter was final winner of singles by defeating Freeland, 1-6, 6-4, 7-5.

Keller and Freeland were winners of doubles, 6-4, 6-4.

Mrs. H. G. Montignani, mother of secretary Montignani of the Y. M. C. A., arrived in New York, Monday, September 20, from Scotland. Secretary Montignani met her at the docks on the arrival of the steamer. Until the war is over she will spend her time visiting her family, all of whom are married and live in this country, with the exception of her youngest son, who is still in Scotland and holds a position with the government. This makes Mrs. Montignani's tenth trip to this country.

Engineer Hallam, of the second division, invited secretary E. K. Smith of Brunswick and secretary Montignani of Cumberland out for a day's fishing trip on the Potomac.

The party started at 3.30 a. m., rode from Brunswick to Knoxville, and before noon had caught a fine mess of bass, one of them weighing two and one-half pounds. Secretary Montignani returned to Cumberland wreathed in smiles, proudly exhibiting a string of eighteen fish. He says that Hallam is a lucky fisherman. He had no sooner started off than two bass jumped out of the river into the boat. This may sound like a fish story, but Y. M. C. A. secretaries are not supposed to be in the habit of making up fish stories.

Division engineer Trapnell sent to district engineer Myers the accompanying photograph of Hancock station and surroundings in order to show how the appearance of our stations can be improved by a little care and attention on the part of our maintenance of way employes.

The general effect surrounding this station is most artistic, the box hedge with the old tree in the center and the clumps of bushes on the well-kept lawn, adding much to the appearance of our property at this place. We congratulate our maintenance of way employes on their efforts, which have brought about this commendable result.



LAWN, HEDGE, SHRUBBERY AND TREES ADD MUCH TO THE ATTRACTIVENESS OF THE HANCOCK STATION



RECORD BREAKING ICING CREW AT CUMBERLAND YARD

Martinsburg Shops

Correspondent, W. L. STEPHENS, *Ass't Shop Foreman*

The stork certainly exceeded the speed limit in September as the following statistics will show. He left a young daughter at the home of Roy Stotler, boilermaker. A son to William Albert, boilermaker helper, and a daughter to Harry Whisner, hostler. Some record!

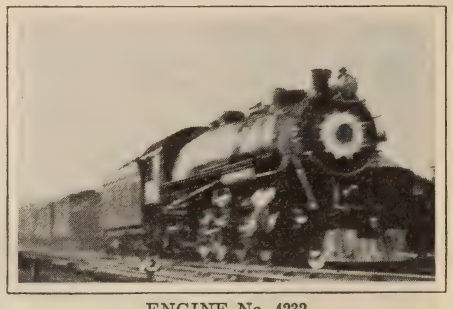
One of the most notable improvements on the east end of the Cumberland Division, is the installation of automatic block signals from Weverton to Engles, which has just been completed. Work has been started on the extension of the system to Hobbs, and will have been completed by the time the October number of the MAGAZINE is out.

The sectionmen are pushing all track repairs, putting in new ties and ballasting the track where needed. All crossing signs and signal poles are being painted and the yards cleaned of accumulated cinders and dirt. A high board fence has been erected from Burke Street bridge to the lower roundhouse, shielding the bridge storage yard from the tracks.

Carpenter foreman George Cox and his men are repairing the roofing and other portions of the shop buildings. All exterior wood work of the shop buildings, the freight warehouse, and the entire station building will be repainted. A local contractor is doing the painting. In a few weeks everything will look spick and span about the Baltimore and Ohio's property in and around Martinsburg.

The most gratifying report of all comes from the Martinsburg freight office, where business has been steadily on the increase. The month of September was the largest revenue month since 1913. Agent Tonry and his force are on the jump. Limestone, lime, peaches, apples, and all kinds of merchandise go to make up the increasing tonnage. The greatest improvement is in lime and limestone, the shipments of these commodities are greater than for many months, despite the fact that one large quarry is shut down entirely, its property being in litigation. The future seems to promise even greater gains. Several plants are increasing their capacity. One firm near the city is now working over 300 men and advertising for more labor. Their entire product goes over the Baltimore and Ohio.

The best looking engine on the Cumberland Division is engine No. 4232, shown in this picture. The photo fails to do the lady justice, as she is trimmed up to the queen's taste. The brass work on the front and brass flag staff are kept shining. The pilot and front are finished with silver bronze and she is a thing of beauty. The picture was taken while the engine was in motion and shows engineer John T. Dawson swinging her through the Martinsburg yard with a train of 104 cars and the caboose. "Windy" is some engineer and No. 4232 is not only a beauty, but does her share of the fast freight business. Engineer Dawson takes great pride in his engine and keeps her looking neat and trim. One can always tell when "Windy" is coming, for the deep-toned whistle of No. 4232 always sounds warning a plenty. May good luck follow John T. and No. 4232 as they pace the Cumberland Division.



ENGINE No. 4232
Going through Martinsburg with 104 cars and caboose

Monongah Division

Correspondent, C. L. FORD, *Chief Clerk*

Divisional Safety Committee

J. M. SCOTT.....Superintendent, Chairman
E. D. GRIFFIN.....Trainmaster
E. T. BROWN.....Division Engineer
T. F. PERKINSON.....Master Mechanic
T. K. FAHERTY.....Road Foreman
J. O. MARTIN.....Division Claim Agent
DR. C. A. SINSEL.....Medical Examiner
E. J. HOOVER.....Agent
S. H. WELLS.....Agent
J. D. ANTHONY.....Agent

P. B. Phinney.....Agent
G. H. Turner.....Agent
R. F. Haney.....Conductor
G. M. Hussion.....Machinist
J. O. Barrack.....Car Builder
M. E. Brown.....Yard Conductor
H. J. Meek.....Engineer
C. E. Hardman.....Fireman
W. C. Barnes.....Secretary

On September 11, the Modern Woodmen held a picnic at Mt. Lake Park. Special service was arranged for in the way of one train from Wheeling, one from Weston and one from Parkersburg, these three trains handling about 1500 passengers. They were operated right on schedule time and the passengers landed at their destination at the time figured on. To show the appreciation of the order I quote below the contents of a communication received from them under date of September 13:

"At the closing session of the Modern Woodmen Convention, held at Mt. Lake Park on Saturday, September 11, 1915, the following resolution was presented by chairman, Thomas F. Welsh, and adopted:

"We, the Modern Woodmen, Royal Neighbors and friends from West Virginia, districts of Ohio, Maryland and Pennsylvania, appreciating the very good service accorded us by the Baltimore and Ohio Railroad Company on this occasion, in operating three large special trains from extreme points in the state of West Virginia, in addition to a number of the usual trains provided with accommodations and rates for this occasion, the same operated with such splendid regularity to the published schedule,

"Therefore, be it *Resolved*, that in recognition of this service, a vote of thanks be extended to the efficient management of the Baltimore and Ohio Railroad Company; that a copy of same be mailed to officials in charge of this work; also that this resolution be published in one or more of our papers circulating throughout the territory here represented."

Wheeling Division

Correspondents

W. O. Freise, *Superintendent's Office*
A. G. Youst, *Operator*, Glover Gap

Divisional Safety Committee

H. B. Green.....Superintendent, Chairman
J. W. Root.....Trainmaster, Vice-Chairman
G. F. Eberly.....Division Engineer
J. Bleasdale.....Master Mechanic
W. F. Ross.....Road Foreman of Engines
F. R. Davis.....Terminal Trainmaster
C. M. Criswell.....Agent at Wheeling
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent
C. Stephens.....Freight Engineer
A. Voight.....Freight Fireman
W. E. Hicks.....Freight Conductor
W. C. Dickerson.....Machinist
M. Barlow.....Yard Brakeman
F. Baltz.....Carpenter
J. J. Donovan.....Machinist
B. L. Helfer.....Secretary

S. T. Simmons, transportation timekeeper in the superintendent's office, acted as chief clerk during regular chief clerk W. V. Frazier's vacation.

The accompanying photograph is of Mary, aged three and one-half years, and Helen Loretta, one and one-half years, daughters of W. M. Welsh, clerk in Benwood stores department. Mr. Welsh has been in continuous service since he was thirteen years old, and when he started he had to wear stilts to keep his lantern from dragging on the ground. He feels very proud of such a family at the age of twenty-two.



MARY AND LORETTA WELSH

On August 29, engineer Glen Hardman made a flying trip to Glover Gap, and took with him one of the prettiest little lassies you have ever seen, later going direct to his mother's home at McMechen, where they were wedded on Monday, August 30. On Tuesday, August 31, the happy couple returned to Glover Gap and were treated to an old time country serenade. On Wednesday they returned to McMechen, where they expect to reside with his mother. The young lady was Miss Eleanora Glover, of Glover Gap. Mr. and Mrs. Hardman have the best wishes of the entire Wheeling Division for a long and happy married life.

J. E. Rickey, train dispatcher, Wheeling office, spent a vacation visiting in Canada and the northwestern states.

Chief train dispatcher R. A. Murphy, has been confined to his home on account of a bad attack of pleurisy.

Charles Landers, chief clerk to terminal trainmaster at Benwood, spent his vacation at Kansas City, Mo.

Harry Woodward, train dispatcher at Wells Pit, spent his vacation at Youngstown, O., and Niagara Falls, N. Y.

The outside woodwork of the Wheeling passenger station is being painted white with red trimmings, and it certainly does beautify the building. The train shed and power house have also been repainted and will present a cheery appearance this winter when the snow is flying fast.

R. A. Shields, train dispatcher at Wells Pit, was married on September 16 to a Miss Margaret Haley, employed in the Art Millinery store at Wheeling, W. Va. After the ceremony the couple went to California, and plan eventually to reside in Wheeling.



BRAKEMAN HARRY BISHOP
With lantern showing clever device for carrying fusees

"Boo" Tennant, third trick operator at Underwood, is smiling all over at the arrival of a baby girl. Congratulations, "Boo!"

W. Reynolds, carpenter foreman at Benwood shop, has returned to duty after an extended trip through the west.

W. B. Porterfield and R. P. Nolan, employes of Benwood shop, are visiting points in the east.

Squire J. S. Kelley, tool room man and notary public at the Benwood shop, left for a three months' tour of the west.

The West Virginia State Fair, held at Wheeling during the week of September 6, was a great success. Extra police were provided in the Wheeling passenger station and the entire station force was kept busy constantly. Special trains were run from Fairmont on September 6, 8 and 9, leaving there at 6.30 a. m., arriving at Wheeling at 9.50 a. m., and returning to Fairmont at 10.40 p. m. Special trains were also operated from Parkersburg, leaving there at 6.00 a. m., arriving Wheeling 10.15 a. m., and returning at 10.30 p. m. All trains on the C. L. & W. district, Newark Division, Pittsburgh Division, etc., carried extra coaches to handle the excess travel for Wheeling's one big time.

F. Fulton, 1st trick operator at Moundsville, visited the West Virginia State Fair for the first time in fifteen years. Not once during this period has Mr. Fulton had occasion to desert Moundsville for one minute. This is *some* record.

The excursion held by the Modern Woodmen of America at Mountain Lake Park, Md., on September 11, was largely attended. Train left Wheeling at 6.00 a. m. on September 11, arriving at Mountain Lake Park at 12.30 p. m., and returning left Mountain Lake Park at 9.00 p. m., bringing a tired but happy crowd back to the home city.

On August 14, Wheeling Division brakeman Thomas Brewer, while flagging for extra No. 2616, sat down on the track and was struck by his own engine, which backed up on him. The injuries which he received later caused his death. The following verse was written in his memory by fireman J. A. Pringle:

In Loving Remembrance of Thomas Brewer.

This lovely bud so young and fair,
Called hence by early doom.
Just came to show how sweet a flower,
In Paradise could bloom.
Ere sin could harm or sorrow fade,
Death came with friendly care,
The open bud to heaven conveyed,
And bade it blossom there.
Thy gentle voice forever hushed,
Thy warm, true heart is still,
And on thy young and innocent brow,
Is resting death's cold chill.
Thy hands are clasped upon thy breast,
We have kissed thy lovely brow,
And in our aching hearts we know,
We have no Thomas now.

W. V. Frazier, chief clerk to superintendent, has returned to his desk after a two weeks' vacation in the mountains of West Virginia.

Joseph Murphy, time clerk in the superintendent's office, has returned to duty after a long trip. Joe was in the east one week, and in the west the next, and said on his return, "There are mighty few places of interest that I did not see."

George R. Fitzgerald, chief clerk to trainmaster, spent a two weeks' vacation hunting up a good dog. George is very fond of dogs and would walk ten miles for a pup that had any kind of a pedigree. He now has a very fine bull dog, which has the reputation of keeping all cats out of his back yard.

John F. Jewell, time clerk in the superintendent's office, spent two weeks' vacation around the Great Lakes in search of a pleasant disposition.

John F. Amick, stenographer to chief clerk W. V. Frazier in the superintendent's office, spent a two weeks' vacation at Atlantic City looking for a wife. John recently purchased a Ford and the Wheeling girls are on his trail, but somehow he wants a romantic mate, hence his little trip to the seashore.

Ohio River Division

Correspondent, H. C. NESBITT

Divisional Safety Committee

O. H. HOBBS.....Superintendent, Chairman
C. E. BRYAN.....Division Engineer
O. J. KELLY.....Master Mechanic
E. J. LANGHURST..Trainmaster and Road Foreman of Engines
A. J. BOSSYNS.....Medical Examiner
J. S. ECHOLS.....Chief Clerk to Agent, Parkersburg
R. E. DARNHART.....Agent, Yardmaster, Huntington
W. E. KENNEDY.....Division Claim Agent
E. CHAPMAN.....Captain of Police
C. E. SATOW.....Engineer
W. O. DAWKINS.....Fireman
G. M. SIMPSON.....Conductor
A. W. JAMES.....Yard Brakeman
J. F. SIMMONS.....Locomotive Department
J. L. DAVIS.....Car Department

Cleveland Division

Correspondents, W. T. LECHLIDER, E. LEDERER

Divisional Safety Committee

PERMANENT COMMITTEE

W. T. LECHLIDER.....Chairman
E. LEDERER.....Secretary
J. E. FAHY.....Trainmaster
J. E. LLOYD.....Division Engineer
J. A. ANDERSON.....Master Mechanic
P. C. LOUX.....Road Foreman of Engines
A. J. BELL.....Terminal Agent
DR. R. D. SYKES.....Medical Examiner
G. J. MAISCH.....Division Claim Agent

ROTATING MEMBERS (to serve three months)

C. C. DAVIS.....Agent, Midvale, O.
T. KOESTER.....Machine Foreman, Cleveland, O.
J. DRENNAN.....Supervisor, Elyria, O.
A. ROBINETTE.....Freight House Foreman, Uhrichsville, O.
F. E. BACHTEL.....Piece Work Checker, Lorain, O.
C. H. FERGUSON.....Agent, Elyria, O.
B. A. BLACKWELL.....Fireman, Lorain, O.
J. S. CHAMBERS.....Engineer, Cleveland, O.
T. J. WARD.....Conductor, Akron, O.
E. C. FERGUSON.....Brakeman, Lorain O.
S. M. STEWART.....Conductor, Lorain, O.

Leo Brandenstein, tonnage clerk at Cleveland, reports having enjoyed a pleasant vacation.

L. C. Kirkland, assistant timekeeper, C. T. department Cleveland, is now spending his vacation in Boston and vicinity.

Harry Kline, material clerk in maintenance of way department, and E. F. Keffer, chief clerk to trainmaster, have also just returned from their vacations and report pleasant trips.

Two new ore tracks have been put in the Cleveland yard for handling ore for Corrigan, McKinney Co. and Otis Steel Co. The business of these companies is growing swiftly, and these tracks were greatly needed.

The Corrigan, McKinney Co.'s new furnace on the east side of the Cuyahoga River is rapidly nearing completion, and when completed will greatly increase our business with that company.

Lawrence Grady, our new office boy, like all the rest who have red hair, is a hustler.

Lorain

Chief yard clerk A. J. Heird, Lorain yard, has returned from a vacation spent among his old friends in Baltimore.

Yardmaster G. W. Brucker and brakeman J. E. Davies are spending two weeks on their hunting grounds in Michigan. We expect a big feast when they return with the fish and game.

J. P. Kocak, formerly hump clerk at Lorain, has been transferred to Canal Dover to take charge of the yard at night at that point.

This picture is a good likeness of passenger conductor B. S. Willmot, who claims to be the champion peach peeler of Ohio. He was in a contest when this picture was taken and was easily the victor. The task was a peck of peaches apiece for twenty contestants. Ben finished about a mile ahead of anyone else. but when the prize was awarded he did not get it, as he had eaten all of the peaches except six, and they were only half peeled. In addition to being a champion in this line, he is also a genius in having developed some way of running his automobile without the use of gasoline. He will not tell how it is done, but some of the druggists of Lorain know all about it.



B. S. WILLMOT
Champion Peach Peeler

The accompanying picture is of Miss Eleanor Stoup, age thirteen, daughter of agent M. A. Stoup of Lester, Ohio. It shows this young lady picking roses in front of Mr. Stoup's resi-



ELEANOR STOUP

dence at Lester. This is only one of the many pretty homes of this kind along the Cleveland Division.

Caller Frazier Steinhoff has been furloughed in order that he may complete his course at Oberlin College. We hope to have him back with us again next spring.

Yardmaster H. H. Beard is acting very much like a man who is going to be married shortly. We are very, very suspicious. Harry says there is nothing to it, but having been married once, he is, no doubt, conservative about his expressions.

Steve, our Tenth Avenue car inspector, is still finding "Ba-ad oder Jimson" (Jamison) cars and other cars in trains to be cut out for "Clean Seelan-der" (cylinder). It is hard to tell just what his name is, Steve, Jimson or "Seelander." He answers to all three. However, he is *some* inspector.

Wreckmaster George Leimeister was painfully injured on September 19, by having a piece of sheet steel fall on him while it was being lifted with a derrick. He is still confined to the hospital, but is improving rapidly. We hope to see him on the job soon.

The high powered motor boats being built in Lorain for some foreign country to use in the war are creating considerable excitement in their trial trips up and down the Black River.

Operator C. W. Summers is still wearing a straw hat. He says he bought it late in the season and it is perfectly proper to wear it continually until it is of no more use. Summers always was an advanced dresser, especially in the spring and summer months.

Clerk F. T. Irish has been given a furlough to resume his college course. We hope the work here this summer was interesting enough to bring him back as a regular when he is finished in school.

Yard brakeman G. R. McGraw, while working on train No. 54 at Media, was knocked from car and slightly hurt. He continued on trip, but is now on relief and improving.

Lorain yard force is glad to have our superintendent W. T. Lechlider back from his month's vacation and we hope the rest has done him good. He certainly was deserving of it.

Newark Division

Correspondent, T. J. Daly, *Chief Clerk*

Divisional Safety Committee

Regular Members

J. H. Jackson.....Superintendent, Chairman, Newark, O.
C. C. Grimm.....Trainmaster, Vice-Chairman, Newark, O.
C. H. Titus.....Assistant Trainmaster, Newark, O.
J. Tordella.....Division Engineer, Newark, O.
J. S. Little.....Road Foreman of Engines, Newark, O.
W. F. Moran.....Master Mechanic, Newark, O.
A. R. Claytor.....Division Claim Agent, Newark, O.
Dr. A. A. Church.....Medical Examiner, Newark, O.
D. L. Host.Trainmaster and Chief Train Disp't,Columbus, O.
A. C. Richards.....Freight Agent, Zanesville, O.
C. G. Miller.....Shopman, Newark, O.

Rotating Members

T. F. Mulquinn.....Conductor, Newark, O.
A. Brant.....Engineer, Newark, O.
S. B. Smith.....Switch Tender, Newark, O.
R. McLellen.....Fireman, Newark, O.
J. E. Horn.....Chief Car Inspector, Newark, O.
J. P. Floyd.....Machinist, Newark, O.

Walter Hummell, an employe of the tin shop, was quite busy for a few days receiving congratulations from his friends. Walter was married recently, and his fellows all wish him much happiness.

Walter Kinney, of stores department, left September 5 on an extended trip to California. He is taking in the two fairs and numerous other sights.

Earl Holman, of stores department, is again on duty after spending his vacation visiting points of interest in the Upper Great Lake regions.

Edwin D. Cassel, the recently appointed assistant engineer of this division, was born in Philadelphia, Pa., December 28, 1878, and educated at the Public Schools and Manual Training High School of that city, graduating from the latter in 1897. He was employed for about two years in the lens department of Queen & Co., instrument makers, and entered the service of the Pennsylvania Railroad Co., in the construction department in May, 1899, filling various positions up to and including draftsman. He left the service of the Pennsylvania Railroad in September, 1902, and entered the sophomore class of the University of Pennsylvania. During his summer vacations he was employed by

the Baltimore and Ohio as draftsman in the chief engineer's office, and in the surveys department.

He was graduated from Pennsylvania in June, 1905, and again entered our service in the surveys department and was promoted to field engineer in the same department in July of the same year. He left railroad service in December, 1906, to engage in general engineering and contracting business in Washington, D. C., but again came with us in May, 1911. Since then he has filled the following positions: draftsman, Chicago Track Elevation; assistant engineer, Knox, Pa., assistant supervisor, Chicago Division; assistant division engineer, New Castle, Pa.; and assistant division engineer, Newark, O.

The present freight office and warehouse at Mt. Vernon, O., were made in the remodeling of the old passenger and freight station when the new passenger station was completed and placed in use in November, 1907, J. S. Salisbury being appointed the first freight agent.

F. G. Hadley was appointed freight agent on January 1, 1908, and except for the few months when in Mansfield in 1910 and 1911, has continued as such.

The freight office is well equipped, large and pleasant. It is located at 504 West High Street, one of the principal streets in the city, between two paved streets which give good teaming facilities to the business portion of the city. The warehouse is conveniently located close to the main tracks, but the business has outgrown the facilities and a larger warehouse is needed.

First class team tracks with sidings to leading industries, and a large automobile platform provided with water for use of automobiles and traction engines, live stock, etc., have been provided. There is also an inclined platform at the freight station.

The month of July showed greater revenues for this station than any previous July and the work was done with one clerk less than heretofore.

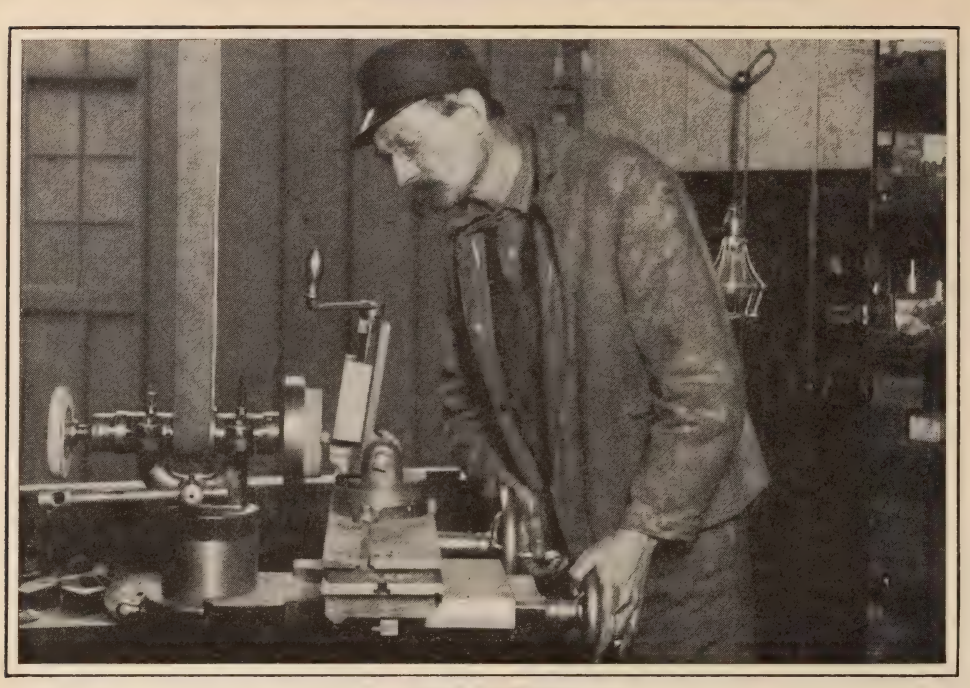
The present force consists of F. G. Hadley, freight agent, A. S. Parmenter, chief clerk and cashier, H. I. Borden, yard clerk, C. G. Dowdell, check clerk and R. C. Harry, joint freight and ticket clerk working nights.

At no time of the year is the Muskingum Valley as beautiful as in autumn. Then Nature seems to redouble her efforts to make it a garden spot of the world; and to those of our friends who would like to journey to one of the most attractive places on our whole System, a cordial invitation is extended to come and visit us now. See for yourself the rich products of the river lowlands—corn, wheat, apples, pumpkins; enjoy the charming vistas of woodland and river that unfold themselves to you as you wind in and out with the turnings of the Muskingum; revel in the panorama of color that faces you on every side; and, finally, breathe deep of the spirit of peace and contentment that is the atmosphere of this beautiful country, and realize, in truth, that once more we are approaching the Thanksgiving season.



MT. VERNON, OHIO, FREIGHT OFFICE AND FORCE

From left to right: A. S. Parmenter, Chief Clerk and Cashier; D. L. Smith, Yard Clerk; C. V. Grubb, Check Clerk; H. A. Carr, Bill Clerk; F. S. Mahurd, Supervisor; F. G. Hadley, Freight Agent



JOHN EVERETS

Specialist on air motors, air hammers and small tool work in the machine shop at Newark

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton.....Superintendent, Chairman
L. K. Yohe.....Trainmaster
A. P. Williams.....Division Engineer
E. N. Cage.....Road Foreman of Engines
Dr. H. M. Koehler.....Medical Examiner
J. A. Fleming.....Freight Agent
H. E. Himes.....Agent
E. E. McDonald.....Agent
H. D. Whip.....Relief Agent
G. M. Woodward.....Locomotive Engineer
J. Ridgeway.....Locomotive Fireman
M. H. Mickey.....Freight Conductor
R. R. Whipkey.....Yard Brakeman
Geo. Beatty.....Pipe Fitter
J. P. Butler.....Air Inspector
Jesse Burnsworth.....Section Foreman
R. W. Whipkey.....Secretary

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch.....Superintendent
T. W. Barrett.....Trainmaster
W. L. Kennedy.....Secretary
C. C. Cook.....Division Engineer
W. A. Deems.....Master Mechanic
M. C. Thompson.....Road Foreman of Engines
Dr. J. P. Lawlor.....Medical Examiner
W. F. Deneke.....Agent, Pittsburgh
F. Bryne.....Claim Agent
L. Finegan.....Superintendent of Shops
A. J. Weise.....General Car Foreman
Mr. Tatem.....Car Foreman, Substitute
G. W. C. Day.....Division Operator
T. G. Kinkaid.....Engineer
Jas. McElwee.....Conductor
B. F. Glunt.....Fireman
C. B. Rock.....Yard Conductor
C. J. White.....Foreman
Dr. E. M. Parlett.....Honorary Member

Robert Dean, formerly assistant yardmaster, Allegheny, has been transferred to Glenwood yard, west end, in same capacity. Mr. Dean is succeeded at Allegheny by former chief caller G. B. Stombaugh. We extend our best wishes and know that both gentlemen will "make good."

We wish to extend our sympathy to operator Emmsweller, who lost his sister recently; also to J. T. Ward and family on the loss of the daughter and sister during the early part of September.

Miss Leona Jack spent September at Atlantic City and New York, recuperating from a very strenuous season in the telephone exchange at Pittsburgh.

Miss Katherine Boyland and Miss Rose Gribbin have returned from pleasant vacations spent in Cleveland, Buffalo and Niagara Falls. During their stay in Cleveland, they visited Mrs. Kietchnoy, formerly Miss Nellie Devers of the Pittsburgh exchange.

Miss Mayme Hughes is confined to her home on account of sickness. We hope that she will have a speedy recovery, as we miss her pleasant voice on the phone.

New Castle Division

Correspondent, F. E. GORBY, *Chief Clerk*
New Castle

Divisional Safety Committee

J. W. KELLY, JR.....Superintendent, New Castle, Pa.
C. P. ANGELL.....Trainmaster, New Castle, Pa.
H. L. GORDON.....Division Engineer, New Castle, Pa.
J. J. MCGUIRE.....Master Mechanic, New Castle, Pa.
J. B. DAUGHERTY. Road Foreman of Engines, New Castle, Pa.
JAMES AIKEN.....Agent, Youngstown, O.
DR. E. M. PARLETT.....Medical Examiner, New Castle, Pa.
C. G. OSBORNE.....Division Claim Agent, Youngstown, O.
F. H. KNOX.....Agent, New Castle, Pa.
H. H. SMITH.....Agent, Newton Falls, O.
W. A. ELWELL.....Road Engineer, Youngstown, O.
C. A. CHAPLIN.....Road Fireman, New Castle, Pa.
T. G. FAHEY.....Road Conductor, Youngstown, O.
P. A. SIMPSON.....Yard Conductor, Youngstown, O.
ALEX THOIRS.....Wood Car Shop Foreman, Painesville, O.
M. D. WAGNER....Pipe Shop Foreman, New Castle Jct., Pa.
C. T. ROBISON.....Car Foreman, New Castle Jct., Pa.
E. C. FOWLER.....Supervisor of Track, Warren, O.
A. T. HUMBERT.....Master Carpenter, New Castle, Pa.
C. H. WALDRON....General Yardmaster, New Castle Jct., Pa.

Chicago Division

Correspondent, S. V. MCKENNAN, *Assistant Chief Clerk to Superintendent.*

Divisional Safety Committee

J. F. KEEGAN.....Chairman, Superintendent, Garrett, Ind.
T. E. JAMISON....Vice-Chairman, Trainmaster, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
H. H. HARSH.....Division Engineer, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
D. HARTLE..... Road Foreman of Engines, Garrett, Ind.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
DR. F. DORSEY.....Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK.....Medical Examiner, Chicago, Jct., O.
J. D. JACK.....Claim Agent, Garrett, Ind.
JOHN DRAPER.....Agent, Chicago, Ill.
W. A. CLEFFORD.....Agent, Garrett, Ind.
C. E. HART.....Engineer, Garrrett, Ind.
G. E. EBERSOLE.....Fireman, Garrett, Ind.
S. C. SPRINGER.....Conductor, Garrett,Ind.
BEN FELLERS.....Yard Conductor, Chicago Jct., O.
J. H. GARRETT.....Machinist, Chicago Jct., O.
J. T. KERNAN.....Machinist, South Chicago, Ill.
W. J. WEST.....Machinist, Garrett, Ind.

The editor of the MAGAZINE was glad to receive the report of the Safety work on this division as sent out on line, under date of September 8. The work showed that fifteen separate items had been reported and taken care of and that committeemen and employes alike are taking keen interest in the Safety work.

The report was concluded with a paragraph by the superintendent urging all employes, irrespective of their positions, to keep their eyes open and report unsafe conditions, so that remedy can be applied promptly.

On September 14, F. N. Shultz was appointed division operator, Chicago Division, headquarters at Garrett, Ind.

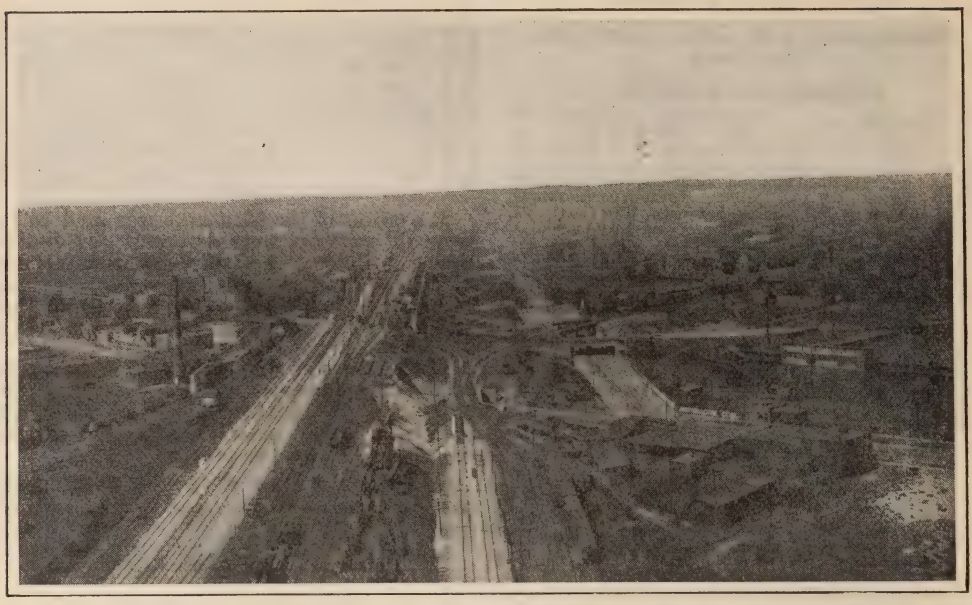
South Chicago

Correspondent, OSCAR WACKER, *Car Distributor*

T. L. Roach, assistant supervisor at Defiance, Ohio, has been appointed assistant division engineer at New Castle. R. C. Slocomb, drafts-



BRIDGE No. 74, W. P. & B. BRANCH
over the Monongahela at Wheeling Junction, Pittsburgh Division, showing the recently completed east approach



(*Photo. Seyferth*)

VIEW FROM TOP OF BASCULE BRIDGE WHEN OPEN

and showing Penn., L. S. and M. S., and Baltimore and Ohio Lines at Rock Island Junction. South Chicago is in the right background

man in district engineer Spielman's office, Pittsburgh, succeeds Mr. Roach.

Superintendent and Mrs. J. F. Keegan returned from their vacation August 27 after a delightful motor trip to Cleveland, Columbus, Buffalo, Niagara Falls, Grafton and Cumberland.

R. J. Huffman, file clerk, superintendent's office, and R. L. Beehler, clerk in storekeeper's office, have returned to duty after a two weeks' vacation trip through the east, having visited Washington, Baltimore, Atlantic City and New York. On their return Mr. Huffman stopped off at Bowling Green, Ohio. His friends are wondering what the attraction can be in the Ohio city, as his visits are becoming quite frequent.

Chief timekeeper, G. B. Spencer is playing the role of Barney Oldfield with his new Buick "Six." All summer George has been taking ten mile morning "hikes" to the country, rain or shine, in order to keep his weight down to normal. Now, his friends are somewhat fearful of the effects the new Buick will have.

William E. Schmoberg, machinist apprentice and son of Mr. and Mrs. Conrad Schmoberg, was drowned at Lake Wawasee, Ind., September 6, while attending the machinists' Labor Day picnic at that point. William, with Thomas Byanski, was in a row boat examining a set line, which had been put out, and in reaching for it, the boat tipped enough to throw both men into the water. Mr. Byanski succeeded in swimming to shore but William, though an expert swimmer, was drowned. The facts that the body was found in shallow water and that no water was found in his lungs, add to the theory of heart trouble. He was eighteen years of age and was in his third year as machinist apprentice. Beside his parents he leaves a brother and sister, who have our heartfelt sympathy.

The Value of Safety Rules

By Henry Bergstrom, *Machine Operator*
South Chicago Shops

Rules are often born as the result of accidents. Their life depends upon the wisdom contained in their construction. Their keystone must be safety and the foundations should be sunk deeply in the roots of experience.

Each rule is a sign-post on the way through life, pointing the way to safety, and illuminating the pit falls and dangers so that they can be easily avoided.

According to estimates made, most accidents are due to carelessness and ignorance. Therefore, safety rules are made to prevent these accidents. They must be read, understood and observed. Each employe should carefully study the rules of safety until he understands and masters each and every one. Then he should cultivate strict daily obedience to the rules and thus drill himself in the way of safety and how to avoid accidents.

Hamilton Watch

"The Railroad Timekeeper of America"

The Watch of Railroad Accuracy



Conductor C. D. Hottenstein of Penn. R. R. He carries a Hamilton Watch.



Conductor H. R. Sorber of Penn. R. R. He carries a Hamilton Watch.



Conductor Jos. F. Law of Penn. R. R. He carries a Hamilton Watch.



Conductor G. F. Lentz of Penn. R. R. He carries a Hamilton Watch.



Conductor W. L. Hottenstein of Penn. R. R. He carries a Hamilton Watch.



True time for you, all the way through—that's what you gain in the Hamilton Watch. Engineers, Conductors and Train-men all over America depend on its proved accuracy.

You, too, can put *your* trust in the Hamilton Watch, safe in the knowledge of its reliability—unfailing, enduring.

Write for the Hamilton Watch Book—"The Timekeeper"

It pictures and describes the various Hamilton models and gives interesting watch information.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from $12.25 for movement alone, (in Canada $13.00) up to the superb Hamilton Masterpiece at $150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad grades of Hamiltons. A Hamilton movement can be fitted to your present watch case if you desire.

HAMILTON WATCH COMPANY

Dept. 25. **Lancaster, Pennsylvania**

One of the most important rules is that against intoxication. When this rule is disobeyed, it means a lost position, a disgraced mother, a broken-hearted wife and a hungry child. Men who disobey this rule should be treated as you would treat an enemy who seeks to destroy your life and home.

Our 90th Street freight office was recently the scene of a disturbance which caused seasickness in some instances and weeping in others. Some did not bother with "it," especially those living near the Union Stock Yards, they having become accustomed to "it." Then, again, some, more anxious to ascertain the cause of "it," began to get busy. They worked for two days under the leadership of our genial janitor, Michael Gadynski, without much success, and through his persistent efforts and encouragement, the hiring of house movers, which was almost decided upon, was made unnecessary. On the morning of the third day, lo and behold, he came forth from under the building, which has no cellar, so that he had to crawl on his hands and knees, sometimes flat on his body, with the cause of the "trouble" triumphantly held aloft, at arm's length, far from his nose. The pen drawing made by our local cartoonist switchman, H. F. Broker, on the scene at the time, will explain to our friends and co-workers the "cause of the trouble," alias "it."



AN UNCANNY CATCH

The accompanying picture is of Master Warren Lee Matthews, the son of Lee A. Matthews, clerk in terminal trainmaster W. F. Booth's office.

The decorations surrounding Warren show that his father is trying to instill into his youthful mind true American spirit and patriotism.


WARREN LEE MATTHEWS

Our team track clerk, Edward Murphy, spent his vacation with his wife and son at Appleton, Wis. Mr. Murphy advises that crops there were all good, —especially the apples— there being more this year than for some years past. The second crop of strawberries was being picked while he was there.


EDWARD MURPHY

The accompanying photograph is of Edward Murphy, Jr., one year old.

Miss Ethel Poole, bill clerk in assistant agent Huggins' office, has returned from her vacation and reports having had a very enjoyable time. Miss Poole made a number of short trips to various points in Indiana and Illinois.

Chicago Terminal

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago

Divisional Safety Committee

J. L. Nichols	Superintendent, Chairman
J. W. Dacy	Trainmaster
G. P. Palmer	Division Engineer
F. W. Lamphere	Assistant Engineer
Alex. Craw	Division Claim Agent
C. T. Horgan	Captain of Police
C. L. Hegley	Examiner and Recorder
H. McDonald	Supervisor, Chicago Division
Wm. Hogan	Supervisor, Calumet Division
F. K. Moses	Master Mechanic
F. S. DeVeny	Assistant Road Foreman of Engines
Chas. Esping	Master Carpenter
Dr. E. J. Hughes	Medical Examiner
C. O. Seifert	Signal Supervisor
S. Bloye	Conductor
Thos. Fogg	Engineer
P. H. Billeter	Fireman
W. H. Egan	Conductor
A. L. Reeves	Engineer
Geo. Hendrix	Fireman
H. M. Johnson	Engineer

Our Divisional Safety Committee met September 9, and had an interesting meeting. Mr. Scoville was with us and spoke very earnestly on the cause of Safety, giving us valuable and suggestive information concerning the progress made during the last fiscal year.

Resolutions setting forth the feeling of the committee in regard to the death of former captain of police James F. Ryan, and expressing sympathy for the members of his family, were presented and signed by all members of the committee. After being nicely framed they were presented to Mrs. Ryan.

The reports received from the members of the committee indicate that not only they but our employes generally are taking a great interest in the Safety work and with new ideas instilled into their minds by the acting general chairman, still greater efforts may be looked for on their part in the future.

Early on the morning of August 20, the station at Oakley Avenue burned to the ground. The cause of the fire is not known.

Adam Kloch of the editor's office at Baltimore spent two days of his vacation at Chicago. From personal observation we might say that Mr. Kloch is one of the best confetti throwers that ever took in Riverview Park.

C. W. Butters, joint account clerk in the engineering department, spent his vacation on his ranch in Montana.

Lou Reinke spent one week of his vacation at Minocqua Lake, Wis., fishing.

Lost, by Roy Clark, a pair of tortoise-rimmed eye glasses. Description—each glass about the size of a silver dollar, rims like auto tires, real nobby. Roy has another pair now, so don't expect much of a reward.

District engineer L. G. Curtis recently returned to Chicago with about the best mess of fish seen here this year. Jesse Morgan, who saw the fish, says that three of the muskies easily hit the eighteen pound mark. This is a new record, which will keep the anglers mighty busy.

J. Patrick O'Malley, clerk in the auditor's office, is spending most of his spare time writing to one "Amelia" of Trenton, N. J. This information was received from Charlie Stewart, who was very anxious to have it inserted in the EMPLOYES MAGAZINE. It may be straight, but we have good reasons to believe that Charlie is getting even. Phil was also in on this.

The rebuilding of the car shops at East Chicago, which were destroyed by fire last November, has been commenced.

Jefferson Thompson, crossing flagman at Hammond, Ind., was recently pensioned. Mr. Thompson has been with the Company for the past ten years, and is nearing his eightieth birthday.



JEFFERSON THOMPSON



"What y' Doin' Now, Bill?"

You don't have to ask that question of a ***trained*** man, because you ***know*** his position is a permanent one—that he is not at the mercy of conditions that affect the ***untrained*** man.

You can always be sure of a good position and a good salary if you have the ***special training*** that puts and keeps you in demand. The International Correspondence Schools will bring ***special training*** to you, no matter where you live, or how little spare time or spare cash you have.

To learn ***how*** the I. C. S. can help you, and how you can easily qualify for success in your ***chosen occupation,*** mark and mail the attached coupon today. Doing so costs you only the postage. You assume no obligation. If you ***think*** you're ambitious, marking the coupon will ***prove*** it. Do it NOW.

INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 1088, SCRANTON, PA.

Explain, without obligation to me, how I can qualify for the position before which I mark X.

☐ Automobile Running	☐ Stenog. and Typewriting
☐ Motor Boat Running	☐ Bookkeeping
☐ Electrical Engineering	☐ R. R. Accounting
☐ Electric Lighting	☐ Good English for Everyone
☐ Electric Railways	☐ Civil Service
☐ Dynamo Running	☐ Architecture
☐ Telep. and Teleg. Eng.	☐ Contracting & Building
☐ Mechanical Engineering	☐ Structural Engineering
☐ Mechanical Drafting	☐ Plumbing and Heating
☐ Shop Practice	☐ Civil Engineering
☐ Steam Engineering	☐ Salesmanship
☐ Mine Foreman and Supt.	☐ Advertising
☐ Chemistry	☐ Agriculture

Name _____

Street and No. _____

City _____ State _____

Present Occupation _____

Please mention this magazine



MISS GENEVIEVE RUGG

Transitman H. A. Lynch made quite an extended trip through the west on his vacation. Mr. Lynch accompanied Mr. and Mrs. G. H. Rugg and daughter Genevieve of Chicago on his trip. The accompanying photographs of "Hal" and Miss Rugg were taken near Denver while on a wild flower excursion. We know now what "Hal" means when he says, "Chicago is the best town of all."



H. A. LYNCH

Engineer Casper Weydert of East Chicago, who has been disabled for nearly eight months with an injured finger, expects to be back on the job soon.

Reports indicate that conductor R. J. Osborn, who is at El Paso, Tex., for his health, is doing nicely.

Medical examiner E. J. Hughes had an attack of lumbago which inconvenienced him for about a week.

On August 21, W. I. Rood, one of our oldest carpenters, was killed by a passenger train at Garfield Boulevard. Mr. Rood had been with the Terminal for the past twenty-six years and his loss is felt by all. Funeral services were held at his late home 1921 S. Peoria Street, and interment was at Mt. Auburn Cemetery. Mr. Rood was born in Union, Ill., January 6, 1851, and is survived by a widow and his daughter, Marjorie.



W. I. ROOD

Assistant division engineer John Knight, and wife, spent Labor Day visiting relatives at Attica and Chicago Junction, Ohio.

About 12.55 p. m., August 30, fire was discovered breaking through the top of the ventilating shaft above the baggage room of the Grand Central Station. Before the fire department arrived the employes had several building hoses playing water on the blaze and had it completely under control before much damage was done. Special mention is made of the quick action of the employes of the Pere Marquette and Southeastern roads. Though we have no fire drills at the depot, the office employes handled the situation perfectly. The fire originated in the kitchen of the depot

restaurant and rapidly spread through the ventilating shaft to the roof.

Since Frank McCann has returned to the local freight office we have the three McCann brothers in the service—"Bill" in the local office and "P. J." in the engineering department. Ever notice Frank when he comes down to the depot in the afternoons? Apparently in a big hurry he most always says, "I'm in a hurry, lots of business and lots of work at the local; business is picking up, see you again."

Harry Jouver, of the auditor's office, and wife spent their vacation at Springfield, Mo., visiting relatives and on account of the floods between Newberry and St. Louis, were delayed on their return trip. Harry says it was "some" experience and he was glad to get back to Chicago safe and sound.

On August 28, Jack Maloney made another flying trip to Sandusky, Ohio. It would not surprise many of us if Jack should be the cause of a wedding write-up in a subsequent issue of our MAGAZINE.

F. S. DeVeny, road foreman of engines, attended the tenth annual meeting of the International Association for the Prevention of Smoke at Cincinnati, Ohio, September 8, 9 and 10. Some class to his automobile, too. As predicted in the last issue of our MAGAZINE, it's a Maxwell.

The Northwestern Railway held a celebration at the Northwestern Railroad Men's Home at Highland Park on August 29. An invitation was extended to our train and enginemen to

ADVERTISING ANNOUNCEMENT

WE cordially invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted.

ADVERTISING RATES

$44.80 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column, 16 ems or 2⅔ inches.

Rates for covers, extra colors and preferred positions will be supplied on request.

For Further Particulars Address

ROBERT M. VAN SANT, Advertising Manager
Camden Station BALTIMORE, MD.



$3000 FOR YOU

That's the money you should get this year. I mean it. I want County Sales Managers quick, men or women who believe in the square deal, who will go into partnership with me. No experience needed. My folding Bath Tub has taken the country by storm. Solves the bathing problem. No plumbing, no water works required. Full length bath in any room. Folds in small roll, handy as an umbrella. I tell you it's great! GREAT! Rivals $100 bath room. Now listen! I want YOU to handle your county. I'll furnish demonstrating tub on liberal plan. I'm positive—absolutely certain—you can get bigger money in a week with me than you ever made in a month before. I KNOW IT!

Two Sales a Day—$300.00 a Month

Exclusive Territory. 100% Profit.

That's what you should get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men—Smith, Ohio, got 18 orders first week; Meyers, Wis., $250 profit first month; Newton, California, $60 in three days. You should do as well. 2 SALES A DAY MEANS $300 A MONTH. The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

Little capital needed. I grant credit—Help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building houses, bank accounts, so can you. Act then quick, SEND NO MONEY. Just name on penny post card for free tub offer. Hustle!

Demonstrating Tub Furnished

FOLDED

H. S. Robinson, Pres., 2261 Factories Bldg., **TOLEDO, OHIO**
Canadian Branch — Walkerville, Ont.

Please mention this magazine



FREIGHT AGENT'S FORCE AT CHICAGO
Left to right, first row: JOHN DRAPER, Freight Agent; T. D. LUNCEFORD, Assistant Freight Agent; C. N. BLISS, Chief Clerk and W. F. TANNER, Cashier

attend the celebration and a large number turned out. All had a good time.

The work of releveling and stone ballasting the connecting road from Baltimore and Ohio Junction to Beverly Junction has been commenced.

Switchman J. L. Wirtz, who had his ribs broken, has returned to work.

Empire Slip—car repairer Andrew Fleischman is slowly improving from his illness.

Fireman Levi Whitmore of East Chicago is laid up with lumbago.

Ohio Division

Correspondent, C. N. BEYERLEY, Chillicothe, Ohio

Divisional Safety Committee

G. D. BROOKE.....Superintendent, Chairman
P. H. REEVES.....Master Mechanic
E. J. CORRELL.....Division Engineer
R. C. WESCOTT.....Trainmaster
F. H. WEIDEMANN.....Medical Examiner
E. COLE.....Supervisor
F. P. LEARY.....Agent
O. D. WRIGHT.....Gang Foreman
S. E. LEATHERWOOD.....Switchman
C. M. GILBERT.....Fireman
JOE MICHAELS.....Boilermaker
WM. KEEZER.....Conductor
L. H. SIMONDS.....Claim Agent
WM. GRAF.....Road Foreman of Engines
N. H. RICE.....Engineer

Indiana Division

Correspondent, O. E. HENDERSON, *Conductor*, Seymour, Ind.

Divisional Safety Committee

E. W. SCHEER.....Superintendent, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. A. CASSIL..... Division Engineer, Seymour, Ind.
P. T. HORAN.....Roundhouse Foreman, Seymour, Ind.
S. A. ROGERS..... Road Foreman Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
DR. G. R. GAVER.....Medical Examiner, Cincinnati, O.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.
J. E. SANDS.....Agent, Louisville, Ky.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.
W. SULLIVAN.....Engineer, Seymour, Ind.
IRA HAAS.....Conductor, Seymour, Ind.
C. B. FISH.....Brakeman, North Vernon, Ind.
FRED AUFDERHEIDE.....Fireman, Seymour, Ind.
J. W. ST. CLAIR..... Car Repairer, Storrs, O.
W. J. RUSSELL.....Boilermaker, Storrs, O.
W. E. DOWNEY.....Track Supervisor, North Vernon, Ind.

Effective September 29, C. Hartwell was appointed agent at Hayden, Indiana, vice E. O. McKay, transferred. (E. O. McKay was checked in as temporary agent at Hayden, September 17, instead of R. O. Huntington, as reported in circular A–19, September 11, the change being necessary on account of serious illness.) Effective September 30, E. W. Gaither was appointed agent at Blocher, Indiana, vice T. R. Scoopmire, transferred. Effective October 1, the agency at Addyston, Ohio, was closed, and the account was transferred from J. J. McGinley to C. E. Fish,

terminal agent, Second and Smith Streets, Cincinnati. Effective October 1, R. Padgett was appointed agent at Deputy, C. R. Cogswell transferred, and the latter was appointed agent at Charlestown, Indiana, vice R. P. Stanton, transferred. Effective October 7, L. F. Roller was appointed agent at Brownstown, Indiana, vice H. W. Gaither, transferred.

Illinois Division

Correspondent, C. F. WHITE, *Dispatcher*, Flora, Ill.

Divisional Safety Committee

R. B. WHITE.....Superintendent, Chairman, Flora, Ill.
C. G. STEVENS.....Trainmaster, Flora, Ill.
C. W. POTTER.....Trainmaster, Flora, Ill.
H. R. GIBSON.....Division Engineer, Flora, Ill.
H. E. GREENWOOD.....Master Mechanic, Flora, Ill.
F. HODAPP.....Road Foreman, Flora, Ill.
H. E. ORR.....Master Carpenter, Flora, Ill.
C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
W. G. BURNS.....Supervisor, Vincennes, Ind.
F. WYATT.....Supervisor, Flora, Ill.
B. O'BRIEN.....Supervisor, Carlyle, Ill.
W. COOK.....Supervisor, Springfield, Ill.
G. H. SINGER.....Agent, East St. Louis, Ill.
W. C. DEITZ.....General Foreman, Flora, Ill.
S. B. WESTLAKE.....Medical Examiner, East St. Louis, Ill.
J. R. BRADFORD.....Claim Agent, Olney, Ill.
S. M. BOYD.....Freight Engineer, Washington, Ind.
R. E. SLOAN.....Passenger Fireman, Flora, Ill.
F. K. BROILES.....Freight Conductor, Flora, Ill.
C. R. BARMAN.....Yard Foreman, Flora, Ill.
CHAS. FULLERTON.....Machinist, Washington, Ind.
F. B. HARVEY.....Electrician, Washington, Ind.
A. O. MCLEMORE....Freight Car Foreman, Washington, Ind.

The Illinois Division safety report for September as sent out by superintendent White, states that fourteen items have been reported and corrected. This is good work and shows that the Company is active in remedying all unsafe conditions as soon as reported and investigations have been made.



HIGH WATER IN LITTLE WABASH
at Clay City, Ill., during recent flood

On August 31, P. O. Farthing was appointed acting agent at Norris City; on September 1, N. A. Stanford was appointed agent at Cisne, Ill.; on September 2, R. W. Dudley was appointed acting agent at Louis, Ill., and September 3, C. G. Morris was appointed agent, Philadelphia, Ill.

George L. Riley has been re-elected mayor at Kenner. George says the town went to the bad during his absence.

The Illinois Division received more than their share of the high water during August. The line was tied up for two days on account of washouts and water over the track at different points, the worst being at Caseyville, Breese and Clay City. Some trains detouring on foreign lines were caught behind washouts, most of the other roads being in worse shape than we were. When our line was open for traffic we were engulfed with foreign trains detouring over our line, handling Vandalia, C. & E. I. and Southern trains. A detouring train arriving at its home road is rather an unusual occurrence, and the fact that the Southern trains were delivered to the Southern on time is a good example of Illinois Division efficiency.



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2 months old daughter of dispatcher R. G. Hawthorne

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ILLINOIS DIVISION EMPLOYES

Left to right: Robt. Jeffries, Assistant Time Keeper; C. D. Russell, Operator; C. G. Stevens, Trainmaster; F. J. Smith, Dispatcher; M. B. Jusy, Dispatcher

While switching at Iuka on September 15, conductor C. V. Mowry received minor injuries and will be laid up for several days.

Apples have been moving in quantities and, combined with the grain shipments, make business good around Flora yard. Yardmaster Laws is a busy man, as well as "Ed" at night.

Toledo Division

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. Mitchell.....Superintendent, Chairman, Dayton, O.
R. B. Mann.....Assistant Superintendent, Cincinnati, O.
E. W. Hoffman.....Assistant Superintendent, Toledo, O.
M. S. Kopp.....Trainmaster, Dayton, O.
C. W. Havens.....Trainmaster, Lima, O.
R. B. Fitzpatrick.....Trainmaster, Cincinnati, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. P. Hoban.....Road Foreman of Engines, Dayton, O.
O. Stevens.....Road Foreman of Engines, Lima, O.
H. W. Brant.....Division Operator, Dayton, O.
W. D. Johnston.....Master Mechanic, Ivorydale, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
J. R. Casad.....Claim Agent, Dayton, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
John Sullivan.....Supervisor M. of W., Hamilton, O.
E. Ledger.....Supervisor M. of W., Dayton, O.
W. O'Brien.....Supervisor M. of W., Rossford, O.
G. W. Thomas.....Master Carpenter, Dayton, O.
G. W. Kydd.....Supervisor Signals, Dayton, O.
Dr. F. S. Thompson.....Medical Examiner, Dayton, O.
Dr. Wm. Ryan.....Medical Examiner, Dayton, O.
E. C. Skinner.....Agent, Cincinnati, O.
J. F. Fisher.....Agent, Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
J. C. Stipp.....Agent, Lima, O.
E. F. Maley.....Agent, Piqua, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. More.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima, O.
W. J. Simmons.....Road Conductor, Lima, O.
E. Rice.....Yard Conductor, Dayton, O.
A. Gronbach.....Yard Conductor, Hamilton, O.
R. E. McKenna.....Yard Conductor, Cincinnati, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
A. Brehardt.....Shopman, Rossford, O.
Frank Zureich.....Shopman, Cincinnati, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sidney, O.
E. L. Kelley.....Assistant Yardmaster, Rossford, O.
Wm. Rosche.....Shopman, Ivorydale, O.
J. S. McLean.....Secretary to Supt., Secretary, Dayton, O.

With the adoption of Manual Block Rules 301 to 379, inclusive, effective 12.01 a. m., Sunday, September 5, between North Lima and Pennsylvania Junction, Toledo, the Toledo Division is practically afforded either automatic or full manual block protection between Cincinnati and Toledo, Rule 108 governing on the branches. Continuous telegraph service established at Cairo and an additional night office at Milton, provide regular positions for three operators on the third district.

The meetings conducted by trainmaster Havens and division operator Brant at Lima, prior to the adoption of these rules, were well attended and proved "get-to-gether" meetings, many good suggestions being made that will be looked into. Attention is directed to the monthly "fuel meetings" conducted by the division officials at Lima and Ivorydale. It is a good place to spend a few hours listening and talking rules and all employes should avail themselves of the opportunity.

The new interlocking plant at D. T. & I. crossing, South Leipsic, is nearing completion. This will be a big help to our tonnage trains.

Work has been commenced on the extension of automatic block signals between Hamilton and "AX" Cabin.

General inspector of transportation Selden spent a few hours in Dayton about a month ago.

One worth telling. Supervisor of freight traffic W. M. Haver questioned the target man at Leipsic Junction, viz.:

Mr. Haver—Do you work for the Cincinnati, Hamilton & Dayton or Nickel Plate?
Targetman—For both.
Mr. Haver—Who pays you?
Targetman—They both do.
Mr. Haver—Oh, then it's fifty-fifty?
Targetman—H—ll no! only $39.50, wish it was $50.50.

Wm. Bailey, car checker at the coal machine at Toledo, has resigned to attend Purdue University. F. M. Durliat succeeds him.

E. L. Kelley, assistant yardmaster at Toledo, together with Mrs. Kelley and their son, were recent visitors at Chatam, Ontario, which is Mr. Kelley's old home.

Conductor B. W. Jeffords and wife spent a week in Chicago recently.

Conductor J. T. McCarthy and wife were called to New Washington, Ohio, recently on account of the critical illness of Mrs. McCarthy's father.

"Sandy" Welsh, conductor at Toledo, is beginning to grow thin since Mrs. Welsh has been visiting at Oelwein, Iowa. He declares he will go and bring back his better half if she doesn't return home soon.

J. F. Schultz, chief clerk to assistant agent at Rossford, spent a few days at Niagara Falls recently. Yard clerk Leo Harrigan went along to keep Jerry out of trouble.

Eddie Carr, correction clerk in the local office, spent ten days in New York. He started taking in the cabarets and ended with the movies.

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FOREMAN A. GROMBAUGH AND CREW AT HAMILTON GRAVEL PIT

Harry Monroe, hostler at Toledo, has resumed work after having been off three months on account of sickness.

A. O. Schneider, assistant roundhouse foreman at Toledo, who has been off since last February on account of an injury, is much better and hopes to resume his duties in the near future.

C. L. Hook, timekeeper in the car department at Toledo, spent his vacation visiting his parents at Van Wert, Ohio.

It is thought that all previous records for performance of one dumping machine and crew were broken when on August 21, 577 cars, 27,044 tons of coal, were loaded on boats at Toledo dock.

C. E. McGann, roundhouse foreman at Toledo, has been transferred to a similar position at Ivorydale. During his time at Toledo Mr. McGann made a host of friends who regretted to see him leave.



No. 56 APPROACHING W. F. CABIN

Wellston-Delphos Division

Correspondent, L. E. Fenner, *Chief Clerk*. Dayton, Ohio

Divisional Safety Committee

A. A. Iams.....Superintendent, Chairman
R. W. Brown.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
R. O'Neil.....Division Foreman
J. J. Fitzmartin.....Chief Dispatcher
T. A. Fleming.....Engineer
J. H. Lehman.....Conductor
E. B. Childs.....Stationary Engineer

Indianapolis Division (C. H. & D.)

Correspondent, Roy Powell, *Superintendent's Office*

Divisional Safety Committee

M. V. Hynes.....Superintendent, Chairman
F. M. Connor.....Trainmaster
H. F. Passel.....Division Engineer
E. Boas.....Master Mechanic
E. I. Partlow.....Road Foreman of Engines
D. J. Curran.....Agent, Indianapolis
W. H. Bettcher.....General Car Foreman, Moorefield
P. H. Baker.....General Foreman, Moorefield
H. F. Reynolds.....General Yardmaster
E. L. Ault.....Conductor, State St., Indianapolis
L. Hanlon.....Engineer, Moorefield
R. J. Thiell.....Agent, Decatur.

The following letter has been received at the office of the Employes Magazine.

Connersville, Ind., August 2, 1915.

Editor Employes Magazine,
Baltimore, Md.

Dear Sir:

As a maintenance of way employe for twenty-five years, I wish to show my appreciation for the generosity of the Baltimore and Ohio Railroad and the Indianapolis Division, Cincinnati, Hamilton & Dayton, through whose kindness I was granted fifteen days' leave of absence, with free transportation for my wife, daughter and myself, to and from Pittsburgh, Washington, Philadelphia, New York city and the coast and return, as well as to other points of interest enroute. Surely, the trip was a pleasant one and long to be remembered.

But above all, I want to say, in behalf of the agents and trainmen of the Baltimore and Ohio lines, without one exception, that I have never met as courteous or jovial a set of men. Their sole aim at all times and places seemed to be the safety, comfort and accommodation of the traveling public.

The Company is certainly to be congratulated on having these employes in its service, for an asset of working men such as these means success.

Very truly yours,
(Signed) M. M. Heller.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. of W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

A Sight-Seeing Tour of New York

(Continued from page 67)

Express at the City Hall station which, incidentally, is at the Manhattan Island terminal of the Brooklyn Bridge (well worth an inspection) and in less than an hour find ourselves emerging from the northern end of the subway at 242nd Street, in Van Cortland Park, over twenty-five miles from where we started and still in New York. We have left Manhattan Island for a breath of the fresh air of Westchester County and will stop just a minute to see the stone house called "Van Cortland Manor," on the old Kingsbridge road. If I could take you up in a dirigible here I am sure you would agree that the country which would greet your vision is one of surpassing beauty. On the west the mighty Hudson flows majestically toward the sea, on the east is the East River with its narrow and tortuous passage into Long Island Sound, and below us the charming suburbs in the Westchester hills. You could count a dozen or fifteen magnificent golf courses from our bird's eye view and an equal number of superb yacht clubs on the New York State and Long Island shores, and along the banks of the Hudson.

But our time is short and we must hurry along. I can think of no better landing place for our dirigible than the Polo Grounds, so we will turn her nose south and alight in the fine athletic field which New York has provided for her renowned Giants. If you are a ball fan and "Matty" and Rudolph are the pitchers, I know it will be hard to get you away from the enclosure, but we still have a great deal to see.

The Jumel Mansion overlooks the Polo Grounds at 160th Street. Madam Jumel, you will remember, was the very wealthy owner of this beautiful home, then situated in the country miles from New York, when Aaron Burr, aged seventy, after a brief but strenuous courtship, married her. This was many years after he shot Alexander Hamilton and his fortunes were at low ebb. Even the wealth of Madam Jumel failed to satisfy his extravagances, however, and they soon quarreled and separated. The Jumel Mansion is filled with historic mementos and is now owned and preserved by the City of New York.

The walk down Riverside Drive, from which a magnificent view of the Hudson may be obtained, is a most interesting one. Here are probably the costliest apartment houses in New York, erected on the bluffs above Riverside Park and commanding a fine perspective of the river and the surrounding country. Here, also, are many beautiful private homes. At 125th Street we come to Grant's Tomb, which in its simplicity and unadorned beauty, is a fitting monument to the sturdy and plodding hero of the Civil War.

We could continue on the Drive down as far as 72nd Street, past the palatial residences of Charles M. Schwab and other well known men, and would find an ever-changing scene of interest in the hurrying motor busses and cars which



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Write to-day for full free particulars of this man's wonderful memory and our offer to YOU.

FUNK & WAGNALLS COMPANY, Dept. 404, New York

pass in endless procession, but we will turn at 116th Street and after a short walk across town reach the location of Columbia University.

The value of the property of this great new world educational institution, situated in the midst of a fashionable apartment house section of the city, is fabulous. We have time for only a hurried look at the library with its millions of volumes, and at Earl Chapel, where, if we could linger for a few minutes' rest, we would enjoy hearing a short prelude or offertory on the beautiful organ.

A short walk along Morningside Avenue, which overlooks rugged Morningside Park, with its abrupt declivities and sharp ascents, brings us to the Cathedral of St. John the Divine. This is destined to be one of the lasting landmarks of the city, for even if its huge bulk is in time dwarfed by the apartment houses which are being built around it, it occupies so commanding an eminence on the heights of Morningside that it will always be possible to see it from almost any viewpoint in the northern park of the city. Enough of the Cathedral is now completed to give one an adequate idea of what its proportions will be when finished. One of the most interesting features of the Cathedral is the fact that eventually there will be seven adjoining chapels, in which services will regularly be held in seven different languages. Some of the interior furnishings of the Cathedral have been donated by wealthy New Yorkers and are almost priceless.

At 110th Street we reach the upper end of Central Park and though a motor ride through its beautiful, shaded drives, past its playgrounds and its lakes, would be most attractive, we will turn east instead and walk cross town until we strike Fifth Avenue. Property values here are so extraordinarily high that notwithstanding the number of millionaires who make their homes in New York, there are still a number of vacant lots waiting for investors.

The block bounded by 91st Street and 92nd Street on Fifth Avenue contains the stately mansion of Andrew Carnegie. In its solidity and simple style we find a suggestion of the strong, rugged character of the iron master himself. At 81st Street the beautiful facade of the Metropolitan Art Museum extends for almost two blocks along the avenue. At present a view of the building in perspective would probably make you think that it was not built in good proportions, for but one of the two wings which will eventually be a part of the structure, is completed. Several years ago the city voted $750,000 for the building of the other wing, and here it is proposed to place a large part of the $50,000,000 collection of art treasures of the late J. Pierpont Morgan.

We could spend weeks in the Metropolitan and only begin to realize its possibilities. But we *must* take a hasty glimpse at the wonderful Gobelin tapestries which Mr. Morgan loaned the museum a few years ago, at the special exhibit of masterpieces by August Rodin, the great French sculptor, at the superb collection of jade which occupies a whole room on the second floor of the museum, and at the loan collection of a few of the Morgan paintings, which in themselves represent many fortunes. For one of these paintings alone, a Madonna by Raphael, Mr. Morgan is said to have paid $500,000. And no idea, however promising, which you may have of Gainsborough's Duchess of Devonshire, which is also in this collection, would measure up to the superb charm and freshness of the original.

From the Metropolitan down Fifth Avenue we pass in turn the mansions of ex-Senator Clark, the copper king, George J. Gould and the late John Jacob Astor. At 60th Street we get our first glimpse of the Plaza Hotel, one of the largest and most magnificent in the world. Its location is superb, bordering as it does the lower end of Central Park and having an unobstructed view of this garden spot in the center of the vast city.

The Vanderbilt, Frick and Whitney residences are passed in quick succession as we walk down the avenue, before we reach St. Patrick's Cathedral at 50th Street. Architecturally, this is possibly the finest church edifice in New York city, and a glimpse into the interior will reward anyone who is fond of religious paintings and ecclesiastical furnishings. This section of New York contains the homes of many famous clubs, among them the Union, Century, Metropolitan, Union League and University, the latter having the finest club house in America. Here, too, on both sides of the avenue are the finest of the small shops in the city, and unless one comes with a well-filled purse it is wise not to linger too long in front of the attractive window displays.

At 42nd Street, with the true instinct of railroad men, we would probably turn to our left and gravitate toward the new Grand Central Terminal, the largest in the world. And what an interesting discussion we could have about the many wonderful things which we would see there. Perhaps the most popular show feature of the new station is the mammoth waiting room, with its ceiling so decorated as to give one an exact idea of the principal constellations of our solar system. At night it is quite entrancing to look upward in the huge vault and see the artificial starlight twinkling from above.

As we emerge from the corridors of the station, the Hotel Belmont, almost exactly opposite, looms up before us. This is one of the most attractive looking hotels in New York. Retracing our steps to Fifth Avenue, we will run across the street during one of the momentary halts in the endless procession of vehicles, to the magnificent new Public Library. Surely you have seen pictures of this building and need not be told of its stately and unadorned beauty. An inspection of the interior would reveal almost a little city full of busy but quiet people, some fetching books, others cataloging them at long desks, but by far the greatest number industriously reading or writing in the public rooms. If we had time to stop here, what an infinite number of interesting things we could learn about the spots we have visited and the many we have passed unseen!

At 34th Street on Fifth Avenue is the Waldorf Astoria—the first of the great modern metropolitan hostelries. When the first section of this was built, about twenty years ago, it was freely predicted that an edifice of its size and luxuriousness would soon be in the hands of receivers. It was scarcely four years later, however, before the owners erected an addition which more than doubled the capacity of the hotel, and since then there have been built at least a half dozen hotels of equal or greater magnificence. And each one is usually filled to capacity.

Suppose we climb to the top of one of the popular Fifth Avenue busses now, and take a quick run down the Avenue. We crane our necks at the queer shape of the Flatiron Building on the corner of Fifth Avenue and 23rd Street, and catch a glimpse of the old Brevoort Hotel at 8th Street, famous for having been the headquarters of the late King Edward VII, when, as the Prince of Wales, he visited this country. Finally we reach the lower end of Fifth Avenue at Washington Square, and pass through beautiful Washington Arch. Here, we are in the very center of the art student section, and could visit dozens of interesting studios within a stone's throw.

From Washington Square a short walk across 8th Street brings us to the magnificent buildings housing the John Wanamaker stores. These contain so many sights of interest that we could easily spend a whole day in visiting them. A quick ride in one of the elevators would take us to the roof, for instance, where there is a wireless telegraph station. Here the great store can and does take orders from incoming steamships when they are hundreds of miles at sea, and has the goods ready for delivery at the dock when the vessel is being warped in.

If we happen to be passing the corner of Broadway and 11th Street at the noon hour, we will surely stop for a minute to see the service held during good weather at that time in Grace Episcopal church yard, and will perhaps marvel that in the noise and bustle of the surroundings, so many people care to listen to the devotional exercises in the open air.

At 14th Street, we come to Union Square, not so many years ago the center of the largest retail merchandising establishments in New York. Now there is hardly a single one of them there, although in the immediate vicinity are the workrooms of tens of thousands of the garment workers who crowd the benches and walks of the park at all hours of the day.

Crossing Fifth Avenue at 23rd Street, one glance will image the symmetrical tower and buildings of the Metropolitan Life Insurance Company facing Madison Square Park, Dr. Parkhurst's famous church just opposite, and, on the block above, the rectangular outline of Madison Square Garden.

The walk up Broadway takes us past the old Wallack and Daly theatres before we reach 34th Street, at the intersection of 6th Avenue and Broadway. This is the center of the great

HOTEL RITTENHOUSE

Chestnut, between 21st and 22nd Streets

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¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

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¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

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retail merchandising interests in New York, the Gimbel, Saks and Macy stores being within a stone's throw of each other.

On the southeast corner of 34th Street and Broadway is the new Hotel McAlpin, with its 2,500 rooms and enormous restaurants. This hotel bulks so large that from the summit of the Blue Ridge Mountains in New Jersey, a distance of about twenty-five miles, one can see its three rectangular sections and the outlines of the whole building distinctly. The home of the New York *Herald* occupies the block bounded by 6th Avenue, Broadway, 35th and 36th Streets, and the operation of its gigantic presses is a constant source of wonder to the thousands of strangers who have occasion to pass by. Before leaving this section we must run across town to the Pennsylvania Terminal at 33rd Street and Seventh Avenue. Perhaps you would not like the severe lines of this building, but in the opinion of many it is the handsomest railroad terminal in the world. The terminal proper and yards for the electric trains occupy eight whole city blocks.

Returning to Broadway we continue on up this busy thoroughfare past theatre after theatre until we reach the Metropolitan Opera House at 39th Street, where the greatest operatic productions in the world are given. Words would fail me if I attempted to describe the pleasures which it offers to the music lover. Usually, during the season, every performance is to a sold-out house, and frequently as many as 600 people who can not get seats are forced to stand back of the orchestra rail. The Hotel Knickerbocker, at Broadway and 42nd Street, which is popularly called the busiest corner in the world, the New York *Times* building, the Hotel Astor, at the corner of 45th Street, and the theatres lining Long Acre Square, would provide many sights to interest and amuse us.

The New York agencies of the principal motor car manufacturers of the country line Broadway from the upper 40's on up as far as 66th Street, and some of the magnificent show rooms are well worth while visiting.

At Columbus Circle, at the intersection of 60th Street, Broadway and Eighth Avenue, there is another crowded theatrical section. Again we find ourselves at Central Park and behind us a fairly comprehensive sight-seeing tour of the most interesting parts of New York.

When I was asked to write this article about New York, I thought immediately of statistics and turned to a book about the metropolis, which was published just twenty years ago. Will you believe me when I tell you that the panorama picture given of New York at that time really startled me. It was not the New York I know today, nor the New York I knew ten years ago. For not a single skyscraper worthy of the name was in the picture. Today there are literally hundreds of them, and the constant building operations going on really make one wonder where the people are coming from to populate them. It would take you years to learn New York. So fast are the changes, so rapid the improvements, that it almost seems as if they were brought about by magic.

W. D. Howells calls New York the city of continual change. He said recently in *Harpers:*

"It does not matter where you go or stay, what quiet Parises or dreamy Londons you sojourn in; when you come back to New York it is with the same awakening to a mighty change, as if you had been lolling on the beach or huckleberrying in the hills through the intervening months. It is still New York, but not the New York you left. That has been pulled down or swallowed up so largely that only the inalienable topographical lines remain. The terrible mysterious forces have not yet effaced the familiar streets; there is still Broadway and Fifth Avenue; there is Long Acre Square and the numbered thoroughfares that cross the avenues from east to west; there is South Ferry and there is Harlem; but on all these, while you were away, the sleepless genii of enterprise and capital have been at work and made the city over—recreated it.

"Where a meek little ten-story edifice cowered when you went away an architectural geyser or volcano now shoots into the air; the winter sky-line has been sawed into peaks and chasms and the horizon has been lifted a hundred feet above the level, where it used to keep the beautiful autumn sunset lingering low adown."

I could take you to one part of New York city and show you 20,000 people in bathing at the same time, on a beach 100 yards wide and two or three miles long. I could take you to a single street in Chinatown where you would find in the Chinese shops beautiful wares from the Orient, the inspection of which would fascinate you for days. I could show you a stream of humanity crossing Union Square between the hours of five and six in the evening, against which, to make any progress, one almost has to fight his way. Yet these are only a few of the many hundreds of thousands of workers who live in the tenements of the vast East Side.

We could motor over from Broadway and 42nd Street to the Hempstead Aviation Field in less than an hour, and by the payment of the regular charge have a ride in an aeroplane. We could visit the Museum of Natural History in Central Park and spend weeks there over the exhibits without exhausting their possibilities to interest us.

Do you know that New York contains more Germans than any city in Germany except Berlin, more Irish than there are in the city of Dublin, more Jews than ever lived in Jerusalem? Do you know that its population is increasing at the rate of almost a thousand a day?

Such is New York. It is a city of superlatives. The Board of Estimates recently voted $400,000,000 for its new subways. Its parks are valued at over a *billion*. It has over 370,000 buildings in it today. In 1905 the value of its clothing production alone was $305,000,000, exceeding the total value of everything produced

in any city of the country, except Chicago and Philadelphia. Its commerce exceeds that of any other city in the world. The normal daily importations of foreign merchandise total $3,250,000 in value.

And so I might go on and on giving you statistics about this wonderful city. Perhaps you have visited it; maybe you know it better than I do. If you do, I am sure that like me you feel that New York is so gigantic a thing that no single person could understand or appreciate it in all of its ramifications. And if you have never visited New York you have probably dreamed of going there. Don't put off that trip a day longer than you have to. Be you a Pittsburgher, Alfalfa-ite, Chicagoan or the original man from Missouri, go to New York—and to be shown!

—

Great Safety Record

UNITED States railways performed the greatest Safety First feat in their history in the three months, October to December, 1914, when they carried 230,500,000 passengers 7,834,000,000 passenger miles without the loss of life to a single passenger in a collision, and a total of only seventy-eight fatalities to passengers, employes on or off duty and other persons, due to train accidents. Of the seventy-eight killed, fourteen were persons who invited death by using a railway track as a promenade, being trespassers. Thus only sixty-four fatalities in the entire three months were rightly due to train accidents.

Figures compiled by the Bureau of Railway News and Statistics from the quarterly accident bulletins of the Interstate Commerce Commission since 1901, when the law requiring monthly accident reports first went into effect, show this achievement to have been unprecedented. Even if it had been equalled before 1901, the comparison would be worthless because of the gigantic disparity in mileage and traffic then and now.

Only twice before since 1901 has the country's entire railway mileage gone through an entire quarter without a fatality to a passenger in a collision. The clear records were made in April-June, 1912, with 7,865,000,000 passengers carried one mile, and in April-June, 1909, with 7,328,000,000, against the 7,834,000,000 in the 1914 quarter.

With only forty-one fatalities to passengers in collisions in the entire year, 1914 had a record of immunity exceeded only once before, by the thirty-nine in 1913. The recurring figures since 1901 graphically record how inevitably the laws of chance operate in such gigantic combinations of forces as surround billions of passenger and ton miles over hundreds of thousands of miles of railway. But for an extremely exceptional figure in the third quarter of 1914 the year's total would have been only five instead of forty-one, against thirty-nine the previous best.

Never before, however, was the record of seventy-eight fatalities to all persons from train accidents equalled. Only once was it approached, in April-June, 1909, when ninety-nine



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You don't have to monkey with dangerous, awkward or unsightly locks, extensions, or so-called safety devices—*There are none.*

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You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

$2.50 By Insured mail Prepaid to any address

Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

FILL OUT AND MAIL TODAY.

LAUGHLIN MFG. CO.,

7 Fine Arts Bldg., DETROIT, MICH.

GENTLEMEN—Here is $2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City..... State.....

fatalities occurred. How remarkable is the record is shown by comparision with preceding quarters, which, in order to January-March, 1912, reported 181, 104, 120, 191, 211, 152, 158, 250, 288, 148 and 267.

Not only the fourth quarter, however, but the entire year 1914 attained a record in this respect, its total of 483 deaths from train accidents to all persons, passenger, employe or other never having been equalled before. Back to July 1, 1901, the yearly totals are 1914, 483; 1913, 712; 1912, 953; 1911, 741; 1910, 1,058; 1909, 713; 1908, 612; 1907, 1,237; 1906; 1,209; 1905, 1,086; 1904, 1,041; 1903, 1,256; 1902, 881; half of 1901, 512.

In this downward scale is pictured the remarkable results of the "Safety First" crusade, to which, with superior equipment, it may be attributed. How remarkable it is can be realized only by remembering that, against 1902, the railways in 1914 operated 53,000 more miles, carried 383 million more passengers and 735 million more tons, over fifteen billion more passengers one mile and over 130 billion more tons one mile, gains of from twenty-five to seventy-five per cent.—*Railway World.*

Every Employe A Solicitor

By J. E. Sands, Agent
Louisville, Ky.

A VITAL necessity to the continued success of the Company but too often overlooked by employes in their work, is that of their doing just a little more than is ordinarily expected of them. This applies to every branch of the service.

There are many employes whose duties are other than those of a solicitor of business but what a favorable influence toward increasing our traffic would be exercised if every employe would make himself a solicitor, that is, in so far as he may have an opportunity to do so.

We have our friends and acquaintances among grocers, butchers, bakers, dry goods merchants and others with whom we spend our money, and if the interests of the Baltimore & Ohio were first in our minds, we would let this fact be known and leave the impression that every one of us is a solicitor and that our line should be favored with any possible freight or passenger traffic they can give us. In other words, we should work just the same as we would if the business were our own.

Recently, one of our most valuable passenger engineers wrote me a note advising that a certain firm was contemplating the purchase of two cars of material per month from a point in New Jersey. This information was gladly received by me and referred to the proper officials for further handling and solicitation.

I can also relate a very recent experience of my own. In a corner confectionery near my residence which is managed by two brothers, by personal contact and some little patronage I found that the proprietors had been set up in business by their father, who was a buyer for one of the largest mercantile houses in the city. Since our acquaintance, all that firm's eastern purchases under his control have been and are now being routed via Baltimore & Ohio No. 97.

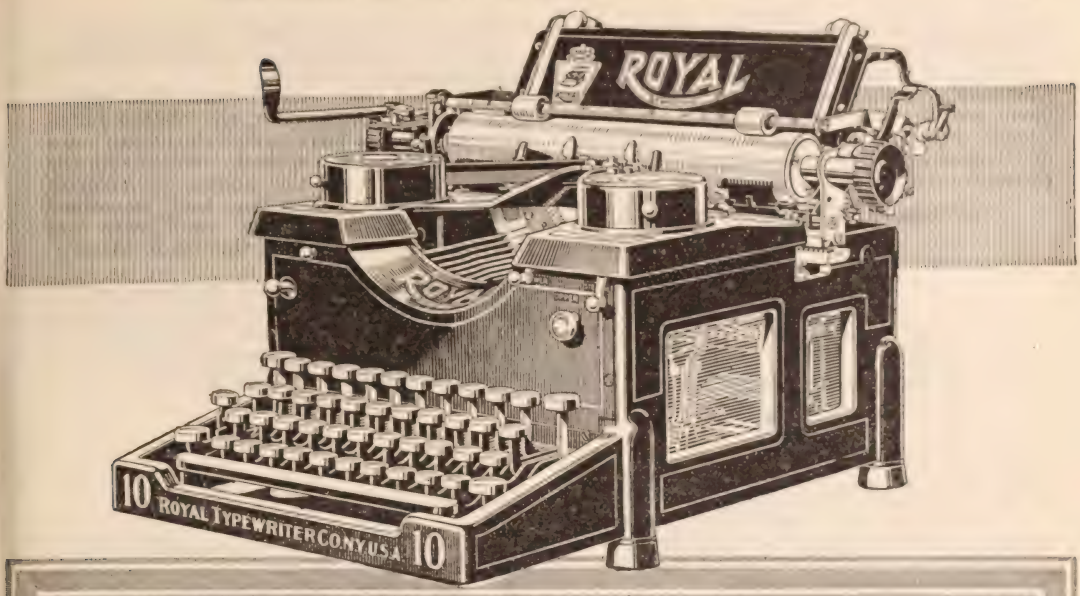
Each and every employe can do similar things. Try it and see what a satisfaction it brings—no matter in what branch of the service you are employed. Feel that you are a Baltimore & Ohio representative and that anything accomplished will be to your credit as well as to that of the Company. You may not be officially rewarded today, but in time some one will hear of you. Don't forget that promotions are usually looking for the fellow who is willing to do just a little more than is expected of him.

Seen in a Cemetery

TAKE a walk through the cemetery alone and you will pass the resting place of a man who looked into the muzzle of a gun to see if it was loaded. A little further down the slope is a crank who tried to show how close he could stand to a moving train while it passed. In strolling about you will see the monument of the hired girl who tried to start the fire with kerosene, and a grass-covered knoll that covers the boy who tickled the mule's tail. That tall shaft over a man who blew out the gas casts a shadow over the boy who tried to get on a moving train. Away over there reposes the woman who kept strychnine powders in the cupboard. The man who stood in front of the mowing machine to oil the knives is quiet now and rests beside the careless brakeman who fed himself to the seventy-ton engine, and nearby may be seen the grave of the man who tried to whip the editor.—*Exchange.*

How Do Your Friends Travel?

THREE friends of the writer were about to make a trip from New York to Illinois. On previous occasions they had always gone over some other railroad than the Baltimore and Ohio. By the use of time-tables I showed them how they could make better time and better connections, get a lower rate and avail themselves of the best service by using our line; also that it would give them the opportunity of stopping at Washington, Pittsburgh and other important cities. They were willing to look into the matter and finally went to our ticket office at No. 7 Cortlandt Street, New York City, where, through the courtesy of one of the agents in the office and his willingness to



Why the Royal?

IT ENDS the two evils of the typewriter business—excessive repairs and "trading-out."

It was invented and is built by men who held firmly to one purpose—to create a typewriter which will do more work and better work in less time and with less effort.

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Why stenographers prefer the Royal The Royal is instantly adjusted to the *individual touch* of the operator—taking the grind out of typewriting. Every shift, change or adjustment is made without rising from the chair. The Royal takes a wider sheet of paper when required. The Royal bills and charges and writes cards for index or filing systems without an extra attachment. The Royal turns out beautiful work—and more of it with less effort.

Why employers like the Royal Letters written on the Royal breathe distinction—clean, clear-cut perfect work which carries a good impression. The Royal is not "out of commission" for excessive repairs. More work is done in less time. It means easier work for the stenographer and improves the service of the office. It is a *money-and-time-saver* from the day it is installed.

Get the facts. Know the Royal. Telephone or write any of our agents or branches for a demonstration. Write today for these free booklets. "Better Service" and "One Problem Solved." Tell how to cut the cost of typewritten letters—save operators' time—give your correspondence "class." A postal brings them now.

ROYAL TYPEWRITER COMPANY INC.

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explain in detail about the trip, they decided to take the Capitol route. Does this not show how much the responsibility of increasing the Company's business rests on each individual? Good service was started when I told my friends about the superior service of our line, and I am sure that it was continued throughout the entire trip.

A Mechanical Department Employe,
Staten Island Lines.

A Back Yard Tragedy

By William Ruddell Mackin
Car Service Department

AS the golden sun was sinking in the west, splashing the heavens with the gloried tints of twilight in the work of celestial transfiguration, there was a sound of revelry in the vicinity of the garbage can.

The sunflower nodded to the corn nearby.

"Lend me your ears," it said.

"Don't touch me," replied the corn, "can't you see everything is going against the grain."

"Well, don't get husky about it," shouted the sunflower, "remember, I have the privilege of stalking around here just as much as you."

"How you shock me," retorted the corn, as it bathed its leaves in the falling dew.

Suddenly, there was a scramble at the other end of the yard. The egg plant had closed for the evening. The cucumber and watermelon vines were running down the walk.

"Stop," cried the parsnip, "you cantaloupe!"

"No, but the pumpkin," yelled the carrot, as he proceeded to beet it.

Then came the battle royal. The pepper grew hot with indignation; the tomato puffed up its radish face and smashed the potato a sad blow in the eye; the spinach tried to skin the onion of its kale; and the cabbage got a squash about the head. Thinking that something terrible would turnip, the cauliflower was mustard into service, and this made the artichoke.

The honeysuckle climbed the fence and in that way the story was allowed to leek out. The restoration of quiet was brought about by the shelling of corn, the canning of the tomato, and by the wind blowing up the alley.

Now lettuce have peas!

A Pardonable Mistake

TICKETS," said the collector as he opened the door of the car in which sat a man who looked as if he was anchored to his seat. The man handed over the pasteboard, which was duly inspected. Then, looking around, the collector said: "Is there another gentleman in the car?"

"No."

"Is that other portmanteau yours, then, too?"

"Other portmanteau?"

"Yes; on the floor there by the other."

"Those," said the traveler with dignity, "are my feet."—*Houston Chronicle.*

PIN YOUR PAPERS

FOR holding papers together pins are preferable to wire clips. Pin points can and should be caught between the sheets so as not to protrude, catch in other papers, scratch fingers, etc. Clips, on the other hand, stand out a little from the papers they are holding together and catch other papers. The loss of many an important document can be accounted for in this manner.

Many large corporations have absolutely forbidden the use of clips. Where the papers to be held together are too thick for the use of pins, the ordinary brass paper fastener should be used, as the points can be folded close to the papers, thus eliminating the probability of picking up loose sheets.

Clips cost about five cents a hundred as against one cent a hundred for pins. Hence from practically every view point pins are much more satisfactory. Chief Clerks would do well to remember this.

—AN OFFICE SUPPLY EXPERT.

BALTIMORE AND OHIO EMPLOYES MAGAZINE



Courtesy Princeton Pictorial Review

NOVEMBER, 1915

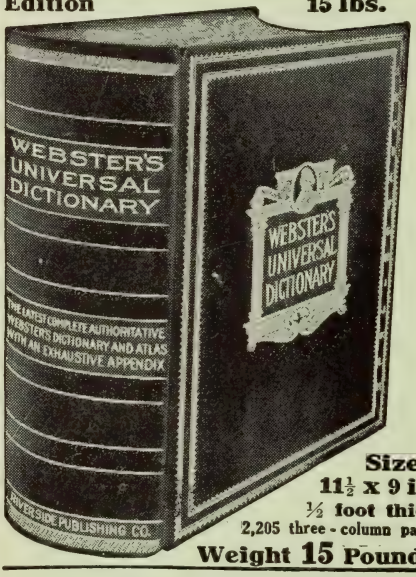
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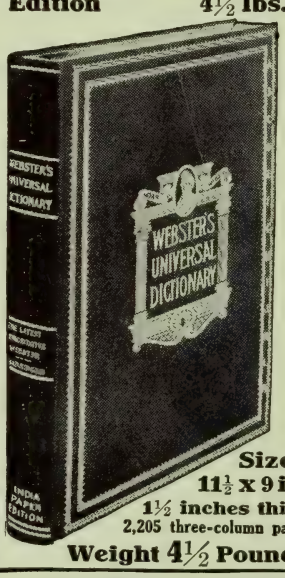
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Good News for Railroad Men

One hundred and seventy-five thousand "idle cars" on railroads in the United States have gone back into service in the past two months, which means re-employment for the great army of railroad men who have been "laid off" either all or part time.

The *Ball Watch* is taking a prominent place in the march of returning prosperity. Now, as heretofore, it predominates in the affections of the brave and loyal men who move the commerce of the country. Ever since it was provided to give railroad men the first "safe" or "accurate" watch, it has maintained unbroken its record of safeguarding millions of lives. Reliable, simple, durable. Adjusted to temperature, isochronism, and five positions, jewelled motor barrel, double roller escapement, steel escape wheel, patent regulator, exposed winding wheels, gold jewel settings, and safety stirrup bow which prevents chain becoming entangled with pendant.

The Story of "Time Inspection on American Railroads" is an interesting booklet describing the relation of *Ball Watches* to the business of running railroad trains. Anyone interested in the subject of good watches will want a copy. Write for one today, and if your jeweler cannot show you a *Ball Twentieth Century Model Watch*, send us his name and we will arrange for you to see one.

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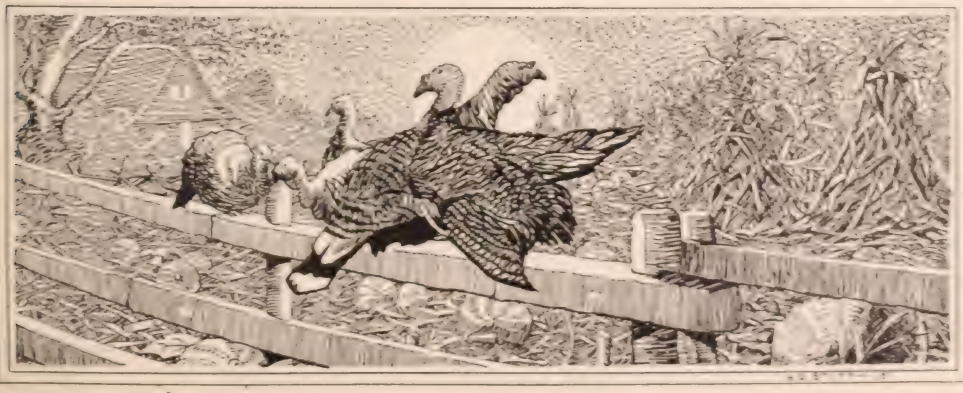
BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 3 BALTIMORE, NOVEMBER, 1915 Number 7

CONTENTS

		PAGE
Driggs of Princeton Just After Getting Off a Fifty-five Yard Punt	Cover	
A Prayer From the Field	Grantland Rice	5
Reflections	Photo by G. B. Luckey	6
The Utilization of Equipment	J. R. Kearney	7
Ticker Tim Sets the Signal	Franklin Decatur Auld	10
Two Ways of Doing It		16
Charles Walter Rhodes—An Appreciation	J. V. McNeal	18
Gratitude	Henry Van Dyke	20
The Relation of the Police Department to the Railroad	Edmund Leigh	21
With the Apple Growers in the Shenandoah Valley	William Ruddell Mackin	24
The Department of Miscellaneous Receipts and Accounts	L. A. Lambert	29
Views of Locust Point Fire	G. B. Luckey	34–35
The Education of Enginemen in the Elimination of Smoke	F. S. De Veny	36
Standard Operations	E. E. Hamilton	39
What They Thought of the Deer Park Meeting		40–41
The Savings Feature of the Relief Department	S. R. Barr	43
Exhausts		44
Lessons in First Aid to the Injured	Dr. J. F. Tearney	47
How Champions are Made	Grantland Rice	51
The Traffic Department Invites All Employes—	W. R. Askew	55
Hints for Preventing Claims	Oscar Wacker	57
Ex-Conductor Alfred Hughes of the Philadelphia Division	A. N. Genn	58
J. F. Keegan, Superintendent Chicago Division, Receives Gold Watch		61
Editorial		62
Little Talks on Little Leaks	A. N. Martin	64
How the Red Cross Christmas Seals Help Stamp Out Tuberculosis		65
A Graphical Method of String-Lining Curves	H. M. Church	67
Renewing Trestle Stringers Without Delay to Traffic	S. C. Tanner	68

¶ Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only :: :: :: :: :: ::



Do You Want to Own Your Own Home? If You Do—

Read; compare; judge for yourself, and act immediately for your own benefit

The Man Who Pays Rent

Lives, often, in an inconvenient building unfitted for the needs of his family.

Must beg, plead, and sometimes fight with the landlord for repairs absolutely necessary to make the house fit to live in.

Helps to make his landlord able to live without working, except to collect his income from rents.

In the end, has nothing to show for all his rent payments, except a collection of receipts that have no value but as reminders of an unwise expenditure of money that might have been put to better use.

The Man Who is Buying His Home

Lives where he pleases, in a house built to meet the requirements of his family, with all the comforts growing out of such a home.

May make alterations, repairs and additions to suit his own convenience.

Is his own landlord, and sometimes becomes the landlord of other people.

After the final payment, has a clear and indisputable title to at least one place on earth that he may call his very own, and possesses that upon which he can always raise the money to carry him over the periods of financial distress that come occasionally and unexpectedly to all of us.

Now you may have acknowledged the wisdom of being your own landlord, but have given up the idea because of its apparent impossibility. We are sure that you are not aware of the plan devised to aid employes of the Company who think as you do, and therefore urge you to write at once for information about the Savings Feature of the Relief Department, applying to S. R. Barr, Superintendent, Baltimore, Md.

You will be gratified to discover that your dreams of independence may be realized without depriving yourself of every comfort of life in the meantime.

Properties owned by the Department at the following points may be purchased on reasonable terms

Baltimore, Md.
Brunswick, Md.
Butler, Pa.
Connellsville, Pa.
Cumberland, Md.
Fairmont, W. Va.
Flora, Ills.
Garrett, Ind.
Glenwood (Pittsburgh), Pa.
Grafton, W. Va.
Lorain, Ohio.
McMechen, W. Va.
Parkersburg, W. Va.
Pittsburgh, Pa.
Washington, Ind.
Zanesville, Ohio.

A Prayer from the Field

Grantland Rice

In New York Tribune

God grant that in the strife and stress
Which all must face who linger here—
Upon the Field of Hopelessness
Or with the laurel swinging near,
Upon the world's red firing line
The battle of the strong and weak—
The fate of all the Fates be mine—
I will not show the Yellow Streak.

If Fortune play me false or fair—
If, from the shadowlands I creep
Up to the heights and linger there,
Or topple downward to the deep—
On up the rugged path of fame,
Where one man falls—another mounts—
God grant that I play out the game,
For there is nothing else that counts.





REFLECTIONS—A BEAUTIFUL AUTUMN SCENE ALONG THE HAMPSHIRE SOUTHERN

Photo by G. B. Luckey

The Utilization of Equipment

Address of J. R. Kearney, General Superintendent of Transportation at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

First I want to express to you my appreciation and thanks for the loyal support you have given the transportation office since I have had charge of it. If any credit is due for results obtained it is because of your fine cooperation.

Mr. Galloway has said that it would take too long to tell you all that you have done, but I will try not to take too much time to tell you a few of the things accomplished since we were here in September, 1913. Some of these have been brought about through necessity. On the other hand, we have done a great many things that some of us doubtless thought impossible at that time.

The record of our passenger trains has been splendid. You may wonder what this has to do with the utilization of equipment, yet you surely realize that unless your passenger trains are on time, your freight trains cannot be handled satisfactorily. The dispatchers cannot figure properly and normally and cannot make satisfactory meeting points; when trains are delayed, cars are delayed in delivery and release, etc. Hence you will be interested in the following improvements made in the performance of our passenger trains, the percentages given having been compiled on the basis required by the Public Service Commission of the state of New York. I want this clearly understood, because there will be some comparisons shown with other railroads which operate in the state of New York. We had 73.1 per cent. of on time passenger trains in September, 1913. In December, 1914, we started with 78.8 per cent.; in January, 1915, it went to 84.9 per cent.; in February, 85.4 per cent. For March, 1915, we had 91.9 per cent.; March, 1914, only, 75.2 per cent.; April, 1915, 94.8 per cent. against April, 1914, 78.5 per cent., and May, 1915, 94.6 per cent. over May, 1914, 83.9 per cent. For the month of April the New York Central ran 23,778 trains in the state of New York with a 93 per cent. performance; the Baltimore and Ohio, 25,664 trains with a 94 per cent. performance; the Pennsylvania Railroad 1196 with 92 per cent.; Erie 6612 with 93 per cent. The record of the Baltimore and Ohio includes through and local trains; the record of the other roads includes trains in the state of New York only, and most of them are local and of necessity must make better time. Yet—the Baltimore and Ohio outranks them all.

The following reasons illustrate the importance of having trains on time: When your freight trains are on time, especially your fast freight trains which handle freight that is important, or those which arrive before seven o'clock, the cars are released that day instead of the day following. Here you gain twenty-four hours, the good will of the shipper, increased traffic and one day's more work from each car saved. This of course, helps to increase the car supply and gives you increased tonnage.

The average mileage in September, 1913, was 25.8 per day; in May, 1914, 25.5; in May, 1915, 30.2. This shows a steady progression. For the second week in June this year it was 31.2; last year, 26.4 for the third week in June; this year 31.3 against 26.4 last year. This high

average has been accomplished with a full car supply. Previously, high averages have been made during periods when there was a short car supply, and we were on percentage basis, distributing cars. At the present time we have between eleven and twelve thousand cars under load of tide and lake coal, which is over twenty-five per cent. of our available open top equipment. This means that the cars on the railroad are being moved very rapidly, and that cars outside of tide and lake coal have been handled promptly.

Mr. Thompson has referred to the saving that can be made in handling cars, and to illustrate this I want you to know some of our recent records. In the month of May this year we handled more business than last year, yet we had 10,345 less cars in revenue service on the line, which meant a saving of $142,500 in per diem. *This is no fictitious saving.* If we had not made the increased mileage we would have had to borrow foreign cars, as we are doing today, and pay forty-five cents a day for them. We are now borrowing cars from the Reading to help out our car supply, but regardless of them, we are doing more business with less cars than last year. In the first week in June we had in revenue service 8957 less cars daily than in the same period last year; in the second week, 9590 less; and in the third week, 8635 less. This means a saving of $85,623.30 in per diem.

In 1913, when we made 25.8 miles, if we had made the same mileage as in May, 1915, we would have saved $178,700. If we had made the same average as we did in the third week in June, we would have saved $201,605. In addition to saving the per diem, the condition of having fewer cars is helping operation. General manager Galloway says that he has never seen the road freer.

I have always contended that a car shortage is a good thing. It is not good to have too many cars. There are more cars to maintain and repair and more to switch. Yards become blocked, and there is much tracing. This car and that car is wanted, and they have to be dug out and given preference over other cars. Today we have very few cars to trace, and instead of complaints we are getting compliments. We are getting encouraging letters daily. For instance, one says "you have saved me $50.00 ocean freight;" another, "you have moved our freight promptly and I have given orders to route all my freight Baltimore and Ohio instead of via S—— route." These are some of the benefits that come from a quickened movement.

In increased loading compared with last year, please note that for the first twenty-three days of this month, with a decreased car supply, we have loaded 4594 more cars of coal than during the same time last year; 2355 more cars of ore, and 964 more cars of coke. We have also loaded more than we did in May, with a decreased car supply.

In addition to the increase in movement, we have made progress in loading our L. C. L. freight, which means, of course, cars saved and economies in other directions. The average carload for May, 1915, was 6.95 compared with 4.79 in January, 1912, which means a saving of 14,908 cars. Comparing May, 1915, with January, 1913, we saved 3408 cars; our tonnage went up from 6.3 to 6.95 tons. And comparing May with September, 1913, the tonnage was 6.95 against 6.37, which means a saving of 3008 cars. Certainly we can all be proud of this record. Loading cars more heavily does not mean that you increase your claims; our traffic department has recognized that. If cars are loaded carefully and freight stowed properly, it does not increase loss and damage. The increase comes with improper stowing and handling, either when cars are heavily or lightly loaded.

The coal loading shows an interesting improvement. In September, 1913, the average tonnage per car was 46.51 tons; in January, 1914, 47.04; in January, 1915, 48.75; in May, 1915, 49.33, when, with decreased tonnage on account of a falling off in business, we still saved 2802 cars on coal. We have raised the loading of coke from 33.04 to 36.85, and with a decrease in tonnage moved of 100,000 tons, we saved 931 cars on a pro rata basis. This has not been done with an increased capacity in cars, as some of us have

thought, but it is due to an increase in the loading.

In September, 1913, the average capacity of coal cars was 45.6 and in May, 1915, 46.4, an increase of .8 per ton in capacity with an increase of over three tons in the loading of cars. The capacity of coke cars has increased materially on account of a decrease in the number of small coke cars. This improved record has been attained by our following up continually the loading of these cars and by watching shippers and operators to see that they fully load the cars. We are now photographing some of these cars and calling the attention of the mine people to the unoccupied space in them. We should point out to these operators that it means increased expense to them as well as to the railroad when cars are loaded light; they have to spot more cars and pay the labor for going down, blocking them and moving them in.

We have increased the movement to 31.3 with a full car supply and with twenty-five per cent. of our cars tied up because the coal men are not furnishing boats promptly. I believe we, that is, *you*, are going to get thirty-five miles a day. Let me explain how.

First, you should have a full and complete set of reports of the cars on your divisions. You are not getting them now, and *I* am not getting them. We have checked pretty closely, and I believe are getting a higher percentage than most roads, but the total reported on your Form 402 and your G. S. 1 is still only about eighty-five per cent. of the cars that are on the railroad. You cannot distribute cars and move them promptly unless you know how many you have. You should know how many you have, where they are, whether loaded or empty, and whether available for movement or not.

Second, after you have this information, you will have to follow each and every car on your division promptly. Start in Monday morning. We are apt to think Monday morning that we have a full car supply and can rest on our oars. But we should start Monday to get the car supply for Saturday, and not wait until Thursday or Friday and then do some special stunts to get cars for Saturday. Let us try to move everything promptly, beginning with Monday. Move your cars in their turn, loads as well as empties, and then you will not have complaints about the cars being run around; and, when you move cars promptly you probably will not have a cargo of coal waiting for a few cars. A few may tie up 100 or 150. You will not have a large shipper waiting for some one car which he needs, tying up his work because you have not given him the car he wants. This is brought about by not moving cars currently, one of the most important things that we have to do.

Again, you will have to go after the shippers and ask their cooperation in loading cars to capacity, and when cars are placed for loading, to load them promptly; and, for unloading, to unload them promptly. You should place cars promptly on arrival, and when released by consignees, switch them out and forward promptly. And continually urge the loading of cars to their capacity.

Please be sure to place cars under demurrage regulations. This is one thing in which many are lax. When we commence to economize, in some cases demurrage tariffs are overlooked. The Interstate Commerce Commission expects us to enforce every tariff, demurrage as well as freight, and such charges must be collected. I feel proud of the fact that the Baltimore and Ohio up to the present time has not been fined or even criticised for failure to enforce demurrage tariffs, while many of our competitors have been. We ought to enforce these demurrage tariffs impartially against the little fellow as well as the big one; in this way, results will be secured.

One other thing to which I want to call attention and thank you for, is the relightweighing of cars. A special drive has been made on this during the past few months. Previously we could not get you interested. During the month of May we weighed 1887 cars on which the lightweight was reduced in amounts varying from 500 to 1000 pounds; 1157 cars, 1000 to 1500 pounds; 544 cars, 1500 to 2000 pounds; 272 cars, 2000 pounds

and over. Most of these were open cars. Every time we loaded one of them we lost the freight on from 500 to 2000 pounds, and in some cases shippers were not paid for the coal shipped. We have been criticising shippers in many cases for underloading when part of it was due to incorrect weights.

I thank you for your attention and assure you of my appreciation of your resultful cooperation in the work under my supervision.

Ticker Tim Sets The Signal

By Franklin Decatur Auld

HEIGHO, man!"

At the sound of the childish treble, Ticker Tim lifted his eyes from a vacant study of the cinder-strewn earth and looked at the little dimpled smiling face.

"Hello, Kid! What d'ye want?" he returned, his usually rough voice losing some of its gruffness in spite of himself.

"Oh, I just thought you looked lonesome and maybe wanted someone to talk to—like I do sometimes." Unabashed, the clear blue eyes of the little miss, with the frank, refreshing expression so common to childhood, returned his look. "And," she continued, "see what I brought you," she held out the apple to him with a pretty little gesture.

"Thanks, youngster." He took the fruit so temptingly offered. "Gee, but you're mighty kind to a bum like me."

"That's nothing," dismissing his thanks with an airy wave and a toss of her golden ringlets. "We've got plenty more—maybe I can get you another after a while."

"Gee, that's fine; I'm dead stuck on apples," he said, taking a bite, then moving over on the cross-tie gallantly. "Have a seat? It ain't exactly what you might call a boodwore lounging chair, but I guess you can make out with it."

She graciously accepted and spread herself out beside him. Silence for a minute or two, while the strangely contrasted pair eyed each other.

"What's your name?" he asked thickly, his mouth filled.

"Pudding Pane," she replied, pertly.

"Now, now" he reproved, "stop your joshing; where do you live?"

"Over there," extending her hand toward the center of the railroad yard.

"Over there?" he echoed, questioningly, "quit your kidding, there ain't no houses over there, only a bunch of cars."

"But I do," she insisted, "'til tonight, anyhow. See that yellow car with the big letters P-H-I-L-A-M-O-N on it; that's where I live. Say, I like you," changing the subject with infantile rapidity.

"You do, eh? Say, you're a funny one," his shaggy brows elevating in surprise; "it ain't many kids take a shine to me, what with a beard about six weeks old and a bunch of rags that just about hang together."

"Yes, I do like you!" she emphasized with a purse of the rosebud mouth. "You're just like Simon Legree in Uncle Tom's Cabin."

"Gee, Whittaker, there ain't much lovable about that fellow."

"Oh, that's only in the play," scornfully, "but I know better. You see, daddy takes Simon's part and he beats old black Uncle Tom and chases Eliza, that's mamma, something terrible, on the stage, but when it's over and he takes off the wig and beard, you can see it's my daddy and he's just the nicest daddy ever was, he wouldn't hurt a fly."

"Gee, he must be some daddy," Ticker Tim agreed, as his yellow, tobacco-stained teeth crunched appreciatively into the apple.

"He is; say, haven't you any little girls of your own?"

"Nope, nary one; don't guess I'd be hanging around this dump looking for a side door Pullman if I had."

"Oh, I'm so sorry, daddy says little girls are the sweetest things in the world."



"AND," SHE CONTINUED, "SEE WHAT I BROUGHT YOU"

"Daddy's right," a piece of apple skin lodged in Ticker Tim's throat and he essayed to hawk it out.

Spying smoke arising from the chimney at the kitchen end of the private theatrical car, she jumped up hurriedly.

"Oh, I must go now, dinner's nearly ready—Good-bye," she called over her shoulder as she skipped lightly over the rails.

"Good-bye," he returned, "and say, you'd better stop running around these yards, or your daddy will be without *his* little girl."

He gazed after her with something like a softening of his hard mouth, then arose from the cross-tie and slouched down the yard toward the station; reaching it, he propped himself up against the weather-boarded side, a few feet around the corner from an open window whence issued the chatter of telegraph instruments. He pulled out tobacco and papers and began to roll a cigarette, when suddenly he paused in his occupation and pricked up his ears (which expression, by the way, is almost literal, as those appendages of his were not of the shell-like variety). One instrument began to tick out more prominently above the chirrup of several others, slowly and distinctly each letter and word was framed, as if the sender, unfamiliar with the context of the message, was anxious to get it off correctly. Ticker Tim dropped his half rolled cigarette, fumbled hurriedly in the pocket of his ragged coat, and fished out a stubby pencil and a dirty envelope, upon the back of which he began to scribble hastily. The sounder ceased abruptly, and with a puzzled pucker of his brow, he stared for a minute at the scrawling script. Then his face cleared, and an

unholy grin widened his already wide mouth. "Gosh," he muttered to himself, joyfully, "I knew that guy wasn't taking all them pains to send a scrub bunch of dope."

He moved off down the yard at a half lope, picking his way through long lines of box cars. Finally he came to the one he was seeking. He looked up and down the long narrow alley between the two tracks of cars, then slid open the door an inch or so and called softly:

"Hey, Red, Jim, Buck, are you still there?"

A sleepy growl answered him. He gave one more searching glance to assure himself of no lurking yardmen in the immediate vicinity, pushed the door further back, and climbed in the car, pulling the slide back in place after him.

"Say, you muts, I've got some real dope now; look at this." He handed the envelope to the bewhiskered fiery-cropped individual who aptly answered to the sobriquet of "Red."

Red arose from his sprawling position on the floor of the car, took the envelope and began slowly to spell it out:

"Upton din century at three be handle specie guards train expressed to will have on tonight station."

A frown gathered on Red's forehead as he perused aloud the conglomeration of words. He went over and slid open the door to give himself more light, looked at it again, turned the envelope over several times. Buck and Jim, bewildered, got up from the floor and peered over his shoulder. Finally, with a last squint of his little eyes, Red threw the envelope contemptuously on the floor.

"Huh," he sneered, "what's come over you? you musta fell across a fat meal and it turned your head."

Ticker Tim picked up the despised scrap of paper with a grin:

"'Scuse me, I forgot you guys ain't wise to a railroad code yet. Gimme a piece of paper."

Buck fished into his tattered coat and supplied the required article.

"Now watch me." Ticker Tim went down on his knees and spread the paper flat on the floor of the car, while the others crowded around him in like positions.

He diagramed five blocks on the paper, and in each of them inserted a word, beginning with the third, the others following consecutively as they appeared on the envelope. When the fifth block had been reached, he went back to the first block, and continued the words in their order beneath the first line; then a third line in the same way, so that it looked like this:

Century at three be handle
specie guards train expressed to
will have on tonight station

He handed the paper to Red:

"Now can you see it?"

That worthy knitted his brows again as he scanned it and then remarked sneeringly:

"Yes, it's as clear as mud; as I said before—"

"Wait a minute," interrupted Ticker Tim; "read it this way: first column down, fourth down, third up, second up and last up, that's what 'Upton din' means."

Red perused as directed:

"'Century specie will be expressed tonight on train three. Have guards at station to handle.' Yes, it's got some sense now," he admitted, "but what does 'century' mean?"

Ticker Tim swelled up dramatically:

"That's a disguise code word for one hundred thousand bucks."

The three in unison gave one prolonged whistle, while Ticker Tim leaned up against the side of the car and enjoyed their amazement.

"Yep," he continued, "heard it passing through the station; some dope, eh?" Buck was the first to recover:

"Don't see what good its going to do us; might as well be in the Bank of England," he grumbled.

"Not at all, son," Ticker Tim met his objection, "if you fellows are game." A sudden lurch threw the four off their feet. Jim picked himself up with an oath and looked out the door.

"They've hooked up an engine to move this bunch of empties west," he informed the others.

"Good," said Ticker Tim, "things are coming our way; gimme something to eat and then I'll tell you how we'll work the thing."

He outlined the scheme as the train moved out of the yard and gathered speed up the road.

"Now," he said, as he concluded, "I'm going to take a snooze for a while; we'll hop off just before we get to "CN" tower.

The long line of empties crept around the curve a mile east of "CN" and as it neared the tower, slowed up. A bad application of air took in the slack and the train stopped with a succession of thundering crashes that woke the quartette. The engine was sucking in water from the penstock, and unobserved by the train crew in the darkness, they slipped out of the car and made for the hills on the eastbound side, where they waited until the engine had taken its fill and the train gotten under way. They then picked their course west for about a mile down the track past the tower, until they came to a tool house. It was only a matter of a few minutes before they had the tools they wanted. Ticker Tim led them across the track and stopping at a point on the westbound passing siding, instructed them:

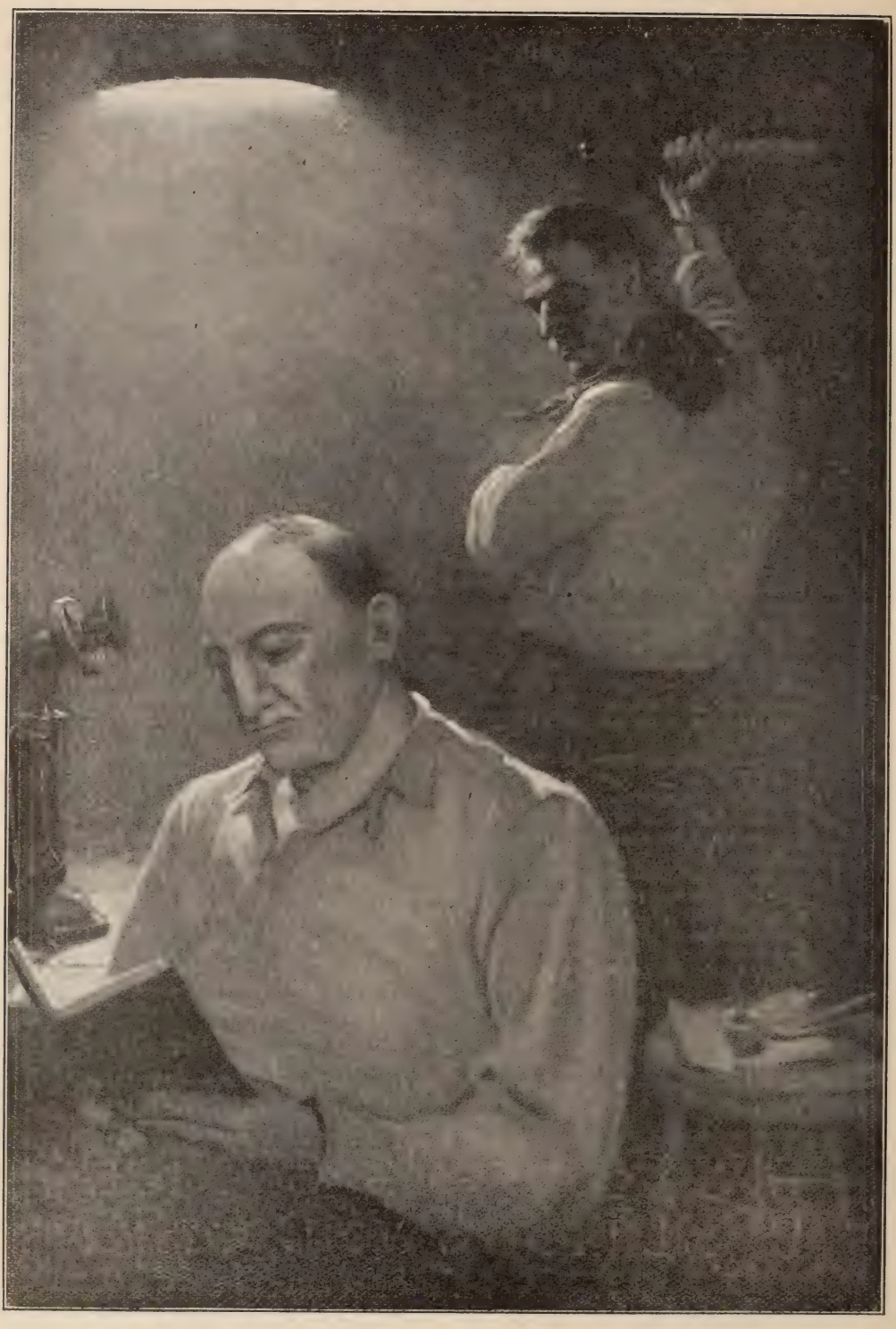
"Now you fellows get to work and loosen this piece of rail. I'm going back to the tower and with this little black jack persuade the operator to let me take his place for a while. Then I'll set the 'take siding' blade and switch to run No. 3 on this siding. When she strikes the loosened rail, over she goes down the bank and all we have to do, so to speak, is to gather up the spilled coin. Easy, ain't it; just think of twenty five thou' apiece!"

"You bet your boots," they agreed," "a blamed sight better'n yegging."

"When we fix the track," said Red, "we'll wait for you with the axes up on the little hill back of the tool house, so when she derails we can run down over the tracks and down the bank on this side and smash open the baggage car; that's where the stuff'll be, you said, didn't you?"

"Yep," replied Ticker Tim, "and don't make too much noise on the rail, there ain't no house within three miles of here but you can't tell when some trackwalker will be along. As soon as No. 3 clears the block east of here I'll set the switch and signal for the siding and then join you."

So saying, Ticker Tim hurried down the track in the direction of the tower. Reaching the objective, he began a noiseless ascent of the stairs. When he gained the head, he glanced at the eastbound semaphore, and noting it set, waited patiently, his hand on the knob of the door to the office, until, under cover of the train's thundering passage past the tower, he could make an entrance, inaudible and unnoticed by the operator. Through the glass paneled frame he could see the man busy at the instrument. In a few minutes the headlight glare from No. 10, the eastbound train, swept down the track and the train rushed past. Seizing his opportunity, Ticker Tim rapidly and silently pushed open the door and as rapidly and silently closed it behind him. One swift look he shot at the signalman bent over the key, unconscious of his presence. Then he crouched behind the low wooden tongue and groove partition with the wide shelf over which the trainmen receive their orders from the operator. For a while he waited until the message had been finished, for Ticker Tim had studied the details of his scheme, and it was not his intention to arouse the suspicions of the man on the other end of the wire by having an awkward break made in the telegram. The sounder ceased and the intruder, peering over the edge of the casing, saw the towerman pick up a book, lean back in his chair and begin to read. Ticker Tim drew his black jack, arose, placed his left hand as a support on the partition and vaulted over into the enclosure, drawing back his right arm to deliver the blow. The operator looked up, but taken as he was unawares, had no defense. The blow fell and the man rolled off the chair with hardly a gasp. "Serves you right, you scab," Ticker Tim muttered vindictively, "you wouldn't have your job here if it hadn't been for that blamed snooping inspector who found liquor in my locker, and this night



TICKER TIM DREW BACK HIS RIGHT ARM TO DELIVER THE BLOW

will see me pay back the company who put the sneak on my track. It's a damn shame a man can't take a little drink once in a while."

Satisfied the man would be senseless for quite a while, Ticker Tim looked over the block record to get the situation. There would be no more freights either way for several hours. No. 10 was the last eastbound passenger until six o'clock the next morning and No. 3, which was due in half an hour, would be the last west until 7 a. m. That would give them plenty of time to do the job and get away. Before he went he could cut the wires to keep any one who might escape injury on the train, and who could use the instrument, from sending an alarm. He looked out and observed the westbound passenger signals. Both blades, the upper for the main track and the lower for the passing siding, were normal—red.

"CN—CN—CN—CN" the dispatching wire began to sputter.

Ticker Tim turned to the key and opened the circuit.

"I—I—I—CN—CN—CN" he answered.

"Block wanted for number three" came from "BK" the next tower east.

"Block clear," Ticker Tim clicked back and closed the key.

He was about to go over to the levers when a belated "special movement" began to pass through on the side wire.

"DO—DO—DO (Dispatcher's office)" it ticked.

"DO" answered and took the message:

"Side track at Franklin, following cars on No. 3 tonight, coach 1093 and private car with theatrical troupe PHILAMON."

Ticker Tim stood as if paralyzed as a vision of a little golden-haired apple-offering maiden came to him:

"'Heigho, man—see what I brought you—that's where I live—see that car with the big letters 'PHILAMON'"

The man started, it seemed almost as if the words repeated themselves aloud.

"Oh, hell," he ejaculated, disgustedly. "Damn me, if I ain't getting chicken-hearted in my old age."

But he could not rid himself of the vision, and now it assumed a new form; he saw the childish figure lying maimed among the ruins of a wrecked yellow car, a childish voice he heard ever growing more piteously feeble in its cries "Daddy! Daddy!" Cries that gripped his heart and rang in his ears, more shrilly than any of the other hideous, pain-begotten shrieks and groans that filled the night with horror. And he was Simon Legree in truth, staining his hands with life blood, while he filled them with yellow gold.

He stood reflectively wiping the edge of his tattered sleeve over his mouth. He looked at the clock on the wall, solemnly ticking off the seconds. Number 3 would be due in less than twenty minutes. He reckoned his cronies had finished their work and were waiting for him. Hard customers they were, and no explanation from him could possibly ease their disappointment—but—a smile crossed his face. With decided step he strode over to the interlocking machine, grasped a lever, jammed it back and locked it, and glancing out of the window, compared its position with that of the signal. Then with a parting look at the unconscious form on the floor, swung open the door of the partition, and that of the office, ran down the steps and stumbled hurriedly in the darkness down the track toward the tool house. His low whistle was answered and crossing the track back to the eastbound side, he found the three on the hill, impatiently awaiting his return.

"All right?" eagerly inquired Red.

"Yep," Tim mumbled, hiding the indifference in his voice.

Red and Buck and Jim threw themselves down beside the overhanging edge of the bank and strained their eyes in the darkness toward the east, awaiting the appearance of No. 3's headlight. A minute more, and a distant speck of light pierced the night, swelling bigger and brighter as the train roared nearer. With nerves on edge, they breathlessly awaited the crash. It never came. Steel grinding on steel, with its load of human freight behind, the huge "5100" whirled past, a snorting Bucephalus of metal, its back-flinging tossing mane of black and gray tinged with red reflected

from the open maw, into which a little black figure threw scoop on scoop of fuel to satisfy the voracious appetite of the man-made monster. Into the blackness it again dissolved with a wild hill resounding shriek, a paean of victory over the sinister intentions directed toward it.

From the hill, three of the quartette stared after it, blinkingly, stunned. A moment's pregnant silence; then in blasphemous volubility, they burst forth. Above them all rose the voice of Ticker Tim in lurid language:

"You blankety blank dubs; guess I'll have to get a bunch of dagoes or niggers to show you how to loosen a rail; did you ever see such a bunch of botchers—one hundred thousand cold simoleons gone to bust. Oh hell!"

But in his vituperation, there was a jubilant note, uncaught by the others (pity Ticker Tim if it had been), a satisfying warmth glowed in the callous heart of him, a strange and altogether unfamiliar sense of righteousness, as he thought of a pair of blue eyes, not closed in death, but doubtless ere now in slumber, in the yellow car at the rear of No. 3; the eyes of a little miss, wholly unconscious that it was her tiny hand that guided Ticker Tim's when he set the lever that locked the switch and signal, not for the "Take Siding" but for "High Speed, Main Track."

Two Ways of Doing It

By An Employe

"SERVICE," the magazine published by the American Baptist Publication Society of Philadelphia, recently contained under the caption "Two Ways of Doing It" the following article:

"As the train rushed on upon its journey, the boy came through the coach with a basket on his arm, and rudely shoved it under the eyes of the passengers, demanding in a voice rather gruff and impudent whether they wished to have candies, fruit or reading matter. A few people made purchases, but most of the passengers were annoyed at the rudeness of the embryo merchant. This is a very ordinary picture of what happens to travelers as they go up and down this country.

"A rather unusual thing occurred the other day. It is the other way of doing it. It happened on the Baltimore and Ohio Railroad. It was on Saturday night; the train was going through to Chicago. In the sleeping cars the people were beginning to think of having their berths prepared, when the young man, carrying papers, magazines and fruit, came through the car, and approaching the passengers said, 'Excuse me, but would you care for some fruit before retiring?' His words were gentle, his manner pleasing, and he seemed as one who wished to serve rather than one who wanted to sell. Almost every one purchased from him, and as he left each group or individual he said: 'I will not trouble you further, but if you should want anything later the porter can find me in the coaches ahead.' Then with a pleasant good night he went on his way."

This favorable news item concerning the service on the Baltimore and Ohio was called to the attention of some of our officials. And they thought it important enough to take the trouble to look up the experience which inspired it. It was found that the incident occurred on train No. 5 in November, 1914, and that the men who were so favorably impressed were connected with the editorial staff of *Service*.

The lesson taught in "Two Ways of Doing It" can be applied to almost every action that is practised in every field of endeavor. But it is particularly applicable to railroading, where so many of the employes are in constant and close touch with the public, their customers, and where every action is, therefore so constantly open to the complimentary "Didn't he do it nicely" or to the criti-

cism "It would have been so much better if he had done it this way."

We don't have to go outside of our own circle of employes—of our own family—to explain by illustration what this means. A few conductors, *a very few fortunately*, make you feel that they are doing you a personal service when they examine your pass and make a record of it, and they intimate by their actions that you are greatly indebted to them for your free ride. And the same principle applies to the work of Pullman conductors, dining car attendants, porters, brakemen, flagmen and all others connected with the operation of trains whom we meet.

The brakeman can answer you gruffly when you ask him a question or he can show you that it is a pleasure for him to respond. The engineer can make your ride a comfortable one by handling his train in accordance with instructions and skillfully, or he can apply his air too suddenly and make your ride decidedly unpleasant.

The dining car steward and the waiter can both make your meal a feast not to be forgotten, by the little attention and interest which is usually so evident on the part of our employes in this branch of the service. The fireman can handle his coal carefully, thereby effecting both economy for our road and comfort for its patrons; or he can pile on the coal unevenly and injudiciously, causing unpleasant conditions for the passengers and waste for the railroad, and unnecessary laboring on the part of his engine and his engineer.

If we employes notice these things and are made so comfortable and happy, if everything runs smoothly and the crews of the trains show a personal interest in the proper operation of the train, how much more are passengers, often unaccustomed to travel and feeling strange and in an excitable mood on account of new surroundings, *how much more* are they affected by the action of the crew.

We have said nothing about the impression a passenger can get through the ticket agent. But so often he is the person through whom the passenger introduces himself to the railroad that possibly he is the most important individual concerned in giving the passenger the good first impression which counts so much. If he is kindly, courteous and intelligent, he has gone a long way toward insuring a comfortable, convenient and pleasant journey for the patron of his road.

This reprint from *Service* is a remarkable illustration of how even the humblest individual in the crew of a train can contribute toward the enjoyment of our passengers. The men who took such particular notice of this courtesy, attention and tactful work on the part of the newsboy, were members of a strong organization and the fact that they were so favorably impressed, argues well that they will exert their influence in favor of the Baltimore and Ohio whenever the opportunity is offered.

And the action of this particular newsboy did not go unrewarded, for the officials of the Baltimore and Ohio, to whose attention his work was called, wrote to his supervising official and told him how much they appreciated it. We wish we knew his name, so that we could give him the credit which he so fully deserves

The necessity for bright, energetic men in the various subordinate positions on the Baltimore and Ohio is more and more apparent, particularly because the duties of these positions are becoming increasingly exacting.

—A. W. THOMPSON.



CHARLES WALTER RHODES

BORN JANUARY 28, 1853 DIED APRIL 14, 1915

Charles Walter Rhodes

An Appreciation of the Late Assistant Treasurer of the Baltimore and Ohio

By J. V. McNeal
Treasurer

CHARLES WALTER RHODES, the assistant treasurer of The Baltimore and Ohio Railroad Company, died suddenly at Baltimore, April 14, 1915.

Mr. Rhodes was born in Baltimore, January 28, 1853, the son of George R. Rhodes of Nottingham, England, and Sophia R. Whyte of Baltimore. In childhood he went with his parents to Carroll County, Maryland. He was educated in the private school of Reverend John A. Munroe of Westminster, one of the best educators of his day, and went from school to Baltimore, where he entered the employ of The Baltimore and Ohio Railroad Company.

A friend who knew him as a boy at Westminster writes that he was noted for his attention to his studies, his determination to advance and for his strict regard for truth and honesty. He spent his entire business life in the service of The Baltimore and Ohio Railroad Company in its Treasury Department, being eighteen years old when he entered there February 12, 1869.

Fresh from the salubrity of the hills of Carroll, in all the enthusiasm and confidence of exuberant youth and health, he had come to make his way. He had coped with horses—mastered them; why not men? He had the consciousness and poise of strength and limitless patient endurance. Such he was as a young man of twenty-seven when the writer went west. Upon my return to Baltimore, after a separation of thirteen years, I found him the same at forty. He then had a family. His mother was an invalid in Carroll County, stone blind and with two daughters. Every alternate Sunday he mounted his wheel and rode twenty-eight miles out of Baltimore to that mother who had taught him his Bible and the lessons of her religion, that she might not be disappointed in the comfort his attention afforded her. This was Rhodes. His health cost him nothing—it was an endowment, why not bestow it generously? At the same time the Railroad Company was his business alma mater. His devotion to the customs and practices and history of The Baltimore and Ohio Railroad Company, to which he was as loyal as a votary to his patron saint, was a counterpart of that devotion he had for his mother. That is why he rose step by step upon a foundation of years of practical experience in personal contact with the men who directed the development of one of the leading institutions of our country at the time of its most active participation in forming our industrial history and financial system. He had as much pride in its antecedents as if they

were personal and as much joy in its growth, influence and prosperity as if it were his offspring. This was a phase of his loyalty. It was his manly devotion to a cause. To him disloyalty or antagonism to a colleague or associate in the service was treason. He had his likes and dislikes, for he was human, but a breach in action was intolerable to him and he closed it with the whole of his big and efficient bulk. We had no personal intimacies; neither of us possessed the characteristics conducive to personal confidences, but for fifteen years he was my business twin. Hence these sentiments—through the vista of years the vision is clearer, the end truer.

What is now said of Mr. Rhodes is nothing new here in his home and in the atmosphere where he passed his life. He was a quiet, unostentatious, courteous, capable officer with an invaluable acquaintance with the history of the Company, which is largely interwoven with the history of the city and state, and was always generously at the command of his associates. He was amongst a very select few with forty-six years continuous service in the financial department of the Company to his credit (and within one of being its head). It is pathetic that he did not survive to reach that goal, as he richly deserved and as he would have done. It was his praiseworthy hope and ambition, in which I sympathized, and it comforts me to know that he knew it. All here—young, old, high and low—had an ardent affection for him.

The Society of Railway Financial Officers, of which Mr. Rhodes was second vice-president and in the association of which he took such pride and pleasure, memorialized him; viz:

The Society of Railway Financial Officers records with deep regret the death, on April 14, 1915, of Charles W. Rhodes, second vice-president, connected with the society from its inception and since 1910 a valued member of its Executive Committee.

With a wide experience obtained in the financial and banking department of a great railroad, where he rose from a junior position through various promotions to the responsible position of assistant treasurer, he served his Company loyally, zealously and faithfully, and these qualities characterized his relations with this society.

He was easy of approach, of a kind and genial disposition, his advice and assistance were in constant demand, and such always met a ready response, and he freely gave of his time and thought to all matters which promoted the objects of the Society.

We mourn his untimely death and share the sorrow which has come to his family and friends.

Gratitude

By Henry Van Dyke, in "The Outlook"

Do you give thanks for this, or that?—No, God be thanked,
I am not grateful
In that cold calculating way, with blessings ranked
As one, two, three and four,—that would be hateful!

I only know that every day brings good above
My poor deserving:
I only feel that on the road of life true Love
Is leading me along and never swerving.

Whatever turn the path may take to left or right,
I think it follows
The tracing of a wiser hand, through dark and light,
Across the hills and in the shady hollows.

Whatever gifts the hours bestow, great or small,
I would not measure
As worth a certain price in praise, but take them all
And use them all, with simple heartfelt pleasure.

For when we gladly eat our daily bread, we bless
The hand that feeds us;
And when we walk along life's way in cheerfulness,
Our very heartbeats praise the Love that leads us.

The Relation of the Police Department to the Railroad

Address of Edmund Leigh, General Superintendent of Police, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

This railroad game has been the greatest experience in my life. I have served twenty years in general police work in practically every large city in North America and also in Europe. Force of circumstances, a strike, sent me to Wheeling, W. Va., six days after I was appointed and I then realized what railroad policing meant and how big a job it was. I was working there eighteen hours a day, getting home to the hotel from work at twelve midnight and returning to Bridgeport, O., at six in the morning, to go up towards Holloway on a special train. Conditions were bad and there was much to do; we had a large crowd of striking miners to deal with, but we gave them nothing to incite them to riot or bring down trouble on the Baltimore and Ohio System. The authorities there did not give us as much assistance as we needed, so I drew men from all over the System, when, to perplex me more in this great, big, strange, new game, at least three officials sent me letters chiding me because I had taken men away from their divisions. And they said that they wanted them right back. I began to think that it was a mighty strange business, but I understand it all now. I have found that these officials had the interests of their special divisions uppermost, rather than the interests of the System as a whole.

Very much the same spirit prevailed with our police captains. It was about as dead an organization as ever I had got into for spirit, though every one of them was a thousand times more professional as a detective than I was or ever dreamed they were. They would pull their hats down over one corner of the eye and ask me if I knew "Mike the Bite," and would express astonishment when I said I didn't. They thought I was an awful failure as a detective if I had never heard of "Jim the Rat."

When the strike had somewhat quieted, I began a study of our captains. I determined not to see them personally for a time until I had tried them out on what they were actually accomplishing. It was a very simple matter. I made up a chart of their names and thought it best not to know them for the time being. I started them all at one hundred per cent., rating them for efficiency, results, promptness to answer letters and in other respects. Sure enough, some went to the bottom and others remained at the top. I thought there might be a cause for this and prompted them on their individual shortcomings, giving each of them a fair chance. There was a flutter for a time and one or two moved up, but down they went again. I wrote them three warning letters, but finally they found their level, the good ones were at the top and had no difficulty in staying there—that is where they belonged.

I then tried, by personal acquaintance, to support what the chart had proved, and, while in some instances the men were not what I had hoped for, never-

theless we were glad to overlook personality and by judging from their rating to determine their real values.

Then commenced a process of elimination. Two of the officials who criticised me for taking their men away from them for strike duty had, at the same time, the most inefficient captains that were on my chart. When I made known to some of them that I was going to make changes, there was more discouraging palavering in behalf of these captains. I quickly saw that the allegiance was a personal matter; and I want to speak of it particularly, because after all these twenty years of police service on my part and dealing with the weaknesses and frailties of human nature, I have found that one has to set aside personal affiliations, creeds and customs, when it comes to service and efficiency. No man can have such affiliations or barren ideas and use them in a big job like this and make a success of it. These men I determined to get rid of for certain good reasons; the officials advocated their retention because of personal acquaintance and were standing by them because of that. The division was the sole interest of the inefficient police captain. The interests of the System meant little to them. As an example of what I mean by this loyalty to the division at the expense of the Company's general interests, I need only point out that one of our captains stood in the yard and gave himself no concern about a robbery because it occurred 400 yards west of his division line. It has been a very hard job to break down the spirit exemplified by this woefully narrow attitude.

I believe that we now have a police department that we are going to keep. We are seeking to cooperate with you and want to get together and make our force all that it should be. And we have barely started on the duties of good police work in this big railroad system.

Mr. Thompson has said that the Baltimore and Ohio owns $640,000,000 worth of property. That staggers me, for, on this basis, each policeman is guarding over $3,000,000 worth. This is quite a new light on the amount of work we have to do, is it not? And the job of each man gets more responsible every day.

Today we have fewer policemen than we have had since 1903. We all took that recent reduction in force (the retrenchment in pay-roll expense) with as much grace as we could; that was as it had to be. But we all realized that it was unfortunate that business forced the reduction because each contented and happy employe is a safeguard for the property in general. Some of our greatest aid has come from the lowliest sources, from the men in the trenches, so to speak. As a matter of fact, the police department of less than 300 men has sent into my office ninety per cent of the complaints. Eight per cent. came from the general officers and only two per cent. from all other officials over the entire System. We of the police department discovered and reported ninety per cent. of the irregularities that came to our attention, although we are only one per cent. of the total number of employes. You may well say that it is our business to find depredations against the Company, robberies, trespassers, safety first evasions, etc.; it is, to be sure, but it is also every one's business to help us.

We are not fully functionized by reason of the fact that we are not as yet fully coordinated with other departments. Our officials do not understand what good cooperation with a police department could do. They do not realize that every time an official asks the aid of a policeman, he makes a better policeman of that man, and that the man goes forth with larger ideas. I believe that all policemen on the Baltimore and Ohio System are now thinking and striving for better results. They did not do so formerly; it was the old country sheriff idea of waiting until something happened and then going out after it, instead of preventing it with proper repressive measures.

The suggestions and information that we should get from all of you would be so helpful to us and would bring such benefits to you and the Company. You are as necessary to our progress as we are to your success. The prevention of thefts and of accidents and things of that kind means much in the final accounting each year. When we are continually paying for accidents and lawsuits and

things of that kind that are not necessary and are so costly it seems to me that we should get together just as quickly as possible to keep down these obstacles to success.

I have come to another conclusion, and it is born of sheer sentiment and sympathy I have seen Mr. Galloway and Mr. Thompson for thirty or forty days continuously with committees, etc., and I have come to the conclusion that I am not going to bother them hereafter until I have attained results. Let the superintendents and general superintendents get together for their problems without going to Mr. Thompson or Mr. Galloway or Mr. Davis. They have enough without that. I have gone up to them with really bona-fide matters and out of sympathy have backed away without an audience. I suppose I could have had an audience, too—the others went in. They were not sentimental; I was and didn't get in.

The New York police department is twenty years ahead of any other police department in the world not excepting those of London. Paris or Berlin. And this position has come from a long period of being hammered and criticised. Becker's case and other similar unfortunate conditions will crop up anywhere, but, generally speaking, that great big force is almost perfection and it is working to a higher perfection because of the eternal criticism directed at it. Everybody who came to New York, from Maine or New Hampshire, literally pounded the devil out of the system until the department had to be almost perfect, and, as a matter of fact, it is. Here is another thought for us. Don't hesitate to criticise our own police department. But when you do it, don't talk to outsiders about it but come to us ourselves; come to me or write me, so that we can get to the bottom of the trouble, whatever it is. We will welcome helpful and constructive criticism. I believe sincerely that our police department can help remedy many of our errors and do so much for the better spirit of the railroad and of the job from which we are getting our living.

When I spoke of New York, I was going to say that my training for twenty years there had been "no compromise." If we went out after anything, it was to get to the bottom of it and if the guilty one were found, to put him in jail. That was merciless *only* if you did not retain some sentiment in what you were doing. So on the railroad, our patrolmen must go after lawbreakers as hard as they can. We have found that sometimes if our men find a complaint and report it in good faith, it goes to a responsible official and comes back with a defense. We sent it to him in good faith; we did not mean any harm; it was something that needed attention; some one was responsible for a bad condition. To make controversy was not the spirit in which it was reported. We sent it as a suggestion, no matter whom it might affect—storekeeper, foreman or whoever it was, there was something about it which needed correction. In a case like this it seems reasonable to expect that we should know afterwards whether it had been remedied or not. I have not wilfully done a wrong thing on the Baltimore and Ohio System, yet, I have had to defend myself for sending out complaints which were eventually proved and were a source of real grievance at the time they were reported.

There is a bigger day in prospect for the police department and its possibilities for upholding the hands of the superintendents and other officials, and those who have the governing power on this great System are going to be more practical, bigger and more resourceful each day. We can get you anything you want us to get, gentlemen. I am not a detective; there is no such thing as a detective, the newspaper reports, the stories and the books about all the great sleuths from Vidocq down to Burns to the contrary notwithstanding. Every man here is as good as Burns, because detective work is nothing more than common sense and a little courage and above all—patience. That is all a detective means, notwithstanding the wonderful stories we read.

It is unfortunate but true that there are instances in which the superintendent may have a doubt about the integrity

of a man. Why not call in the police department and let us go into such cases. If the suspicion is correct, it has been my experience in the past that we can substantiate it in ninety-nine cases out of a hundred, no matter how far away it may appear at the start. We have made our job somewhat big by doing work for the legal department. Surely if we can help them, you need more aid from us, for your own benefit and for the glory of the Baltimore and Ohio.

With the Apple Growers in the Shenandoah Valley

By William Ruddell Mackin

WHEN the warmth of the October sunshine graces the broad landscape of the historic old Shenandoah Valley, adding a cozy charm to the autumnal beauty of its multicolored forests, it is then that this section of Virginia's fairyland resolves itself into a veritable carnival of apple-harvesting, known to the growers as the "red fruit" season.

From the time the Shenandoah Special whirls across the state line, just above Wadesville, until the little town of Lexington is reached, the traveler is presented on all sides with scenes of indescribable beauty — miles and miles of orchards covering acres of ground, every tree heavily laden with the rich red fruit that has given the state of Virginia the well merited title of "The Fruitland of the East." Surely, this is no misnomer when we stop to consider that Virginia produces as many apples as any of the great fruit-growing states of the Pacific Northwest.



THE APPLE PICKER WITH CANVAS SACK USED IN PICKING

There is a rapidly growing interest in apple culture in this lovely valley and the farmers are gradually waking to the fact that it is a pleasant and profitable occupation. Acres of young orchards are being planted and these, together with the fruit-bearing trees now there, will place Virginia foremost in the ranks of the largest apple states of the country.

Inasmuch as the Baltimore and Ohio Railroad handles a goodly part of the apple shipments in this great fruit belt, its lines traversing the very heart of it, many of our readers will undoubtedly be interested in the methods employed by the various growers in preparing their products for shipment.

Picking and Packing

Perhaps the most interesting part of the apple industry is the gathering and packing of the fruit. During the picking



PACKING HOUSE OF W. E. CATHER AT WINCHESTER VA. PREPARING BARRELLED APPLES FOR SHIPMENT

season, the growers put every available man to work, twenty-five or thirty men being a common sight in the orchards. The fruit is carefully hand-picked, the hand grasps the apple cautiously with one finger at the stem when by a rotary motion, the stem is unjointed from the fruit spur. Special care is taken that the stems are not pulled out, or the skin or flesh of the fruit bruised in any way.

Canvas sacks, buckled together at the upper corner of each end and swung over the shoulder, are used by most of the pickers while others use a padded half-bushel basket with a swing handle. Both receptacles save much bruising that would otherwise result from the use of less handy articles.

After picking, the fruit is carefully placed in bushel-crates and hauled on large fruit trucks to the packing houses. The large growers usually have their packing houses situated at a convenient point in the orchard. Others are made portable, many using a large canvas covering which can be moved to any part of the orchard where the picking is in progress, thereby saving time and labor in hauling and the possible damage to the fruit in transporting it.

Upon their arrival at the packing house, the apples are placed upon a sorting table and culled out. Those of the finest finish, unblemished and largest in size, are boxed for exhibits and for fancy trade. Not much boxed fruit is shipped in the Shenandoah Valley, however. The culls, or unsalable apples, are used chiefly in the manufacture of cider-vinegar, several plants along the line turning out thousands of barrels annually. One large grower had ground up three million pounds of cull apples before the first week in October, this year.

The packing of the barreled fruit is of especial interest. The bottom-head is removed and the barrel is inverted top-head down in order that the top may be packed first. Corrugated paper is then placed upon this head and over this is laid



UNLOADING APPLES AT C. L. ROBINSON'S ICE AND COLD STORAGE PLANT AT WINCHESTER



LARGE TWO-HORSE FRUIT TRUCK LOADED WITH CRATES OF APPLES READY TO BE HAULED TO THE PACKING HOUSE

a sheet of fancy paper. A process called "facing" consists in the placing of a layer of apples of the highest color, stems down, upon this paper. Several similar layers are placed, breaking joints with the preceding ones, then small quantities are placed in the barrel at intervals, and the barrell, shaken cautiously to settle the fruit firmly and do away with the possible jarring of the apples in shipping. The barrel is filled to just above the staves, "facing" the last layer stems up. More corrugated paper is used upon this last layer, the head is placed on, and both are forced down into the chine of the barrel with a screw-press, until the head is in place. An extra hoop is then placed over the staves and nailed on; the packer's name and address, together with the name of the variety, are stamped upon the head and the barrel is ready for shipment.

All Roads Lead to Winchester

The bulk of the Virginia apple crop is grown in Frederick County and Winchester holds the honor of being the greatest shipping point in the state, about one hundred of the largest growers being located near that attractive town. During the fruit harvest, every highway leading to Winchester is alive with wagons and fruit trucks of every description, bringing thousands of barrels daily from the outlying districts, to be unloaded at the freight sheds for immediate shipment, or to be placed in the cold storage plants for future orders. To the casual observer, these long trains of fruit-laden vehicles resemble primitive caravans, or the representation of some great packing industry in an industrial display, so numerous are they and so closely do they follow one another in unbroken chains—coming loaded and returning light.

That the apple industry is looming up more largely every year in Winchester, is evidenced by the fact that the cold storage plant of C. L. Robinson & Co., which now has a capacity of 80,000 barrels, is to be enlarged to twice its original size this coming winter. And many of the other growers are increasing their facilities to take care of the expected increased yields.

The following statistics, compiled by Mr. W. C. Massey, of the Virginia State Horticultural Society, will prove interesting. They show the distribution of the shipments of the 1914-1915 apple crop in the state of Virginia:

COUNTIES	BARRELS
District No. 1	
Frederick	311,043
Warren	66,889
Rockingham	54,967
Shenandoah	49,887
Clarke	50,631
Page	23,651
Total	557,668
District No. 2	
Augusta	206,717
Roanoke	54,222
Botetourt	40,774
Rockbridge	6,763
Total	308,476
District No. 3	
Wythe	14,972
Montgomery	12,878
Tazewell	3,854
Giles	5,290
Pulaski	4,626
Smyth	2,694
Total	44,314
District No. 4	
Albemarle	142,073
Nelson	102,001
Amherst	18,314
Culpeper	13,926
Fauquier	11,860
Orange	10,942
Total	299,116

COUNTIES	BARRELS
District No. 5	
Bedford	19,485
Franklin	8,435
Campbell	8,302
Total	38,222
Balance of state	70,312
Total barrels shipped in Va...	1,315,508

Recompiling these figures to show the amount of apples shipped at points on the Baltimore and Ohio Railroad, we find the following:

SHIPPING POINT	BARRELS
Frederick County	
Winchester	238,232
Stephen's City	29,750
Kernstown	12,410
Middletown	6,630
Stephenson	1,190
Total	288,212
Augusta County	
Staunton	67,192
Greenville	8,330
Mint Spring	6,290
Fort Defiance	3,400
Cave Station	2,550
Mt. Sidney	1,020
Spottswood	340
Total	89,122



WAGON LOAD OF APPLES TO BE UNLOADED AT OUR FREIGHT SHEDS AT WINCHESTER, VA.

COUNTIES	BARRELS	
Rockingham County		
Harrisonburg	22,865	
Pleasant Valley	3,910	
Mt. Crawford	1,360	
Total		28,135
Rockbridge County		
Fairfield	2,540	
Lexington	1,255	
East Lexington	542	
Timber Ridge	170	
Total		4,507
Shenandoah County		
Capon Road	1,540	
Strasburg	312	
Total		1,852
Total shipments at Baltimore and Ohio points		411,828

While a few of the above points are touched by other railroads, it can be taken as a safe estimate that the Baltimore and Ohio handles approximately one-third of the apple shipments in the State of Virginia. With the large number of young orchards rapidly reaching maturity, it can readily be seen that we will derive the greater part of our revenue on the Shenandoah Division from this great industry in the future.

The efficient service offered the growers by the railroad company is an item of the greatest importance, and the number of cars dispatched daily in the Shenandoah District bears evidence of the acme of perfection in fruit shipping. The growers feel no uncertainty about their products reaching their destination in first class condition. And it is the constant desire of the employes engaged in handling this interesting and important part of our tonnage to retain the confidence of the shippers and to give them the best possible service.

Rank of Divisions and Districts in Performance of Through and Local Passenger Trains. October and September, 1915

DIVISIONS	October Rank	O. T. Made and Better	September Rank	O. T. Made and Better
Staten Island	1	99.5	1	99.4
Shenandoah	2	96.1	2	98.1
Wellston-Delphos	3	95.5	5	94.0
Indiana	3	95.5	3	94.7
Indianapolis-Springfield	5	94.4	17	84.3
Wheeling	6	94.1	4	94.1
Newark	7	93.7	6	92.0
Ohio	8	93.1	15	85.0
Illinois	9	92.1	13	85.7
Cumberland	10	90.8	11	86.8
Monongah	10	90.8	16	84.5
Philadelphia	12	90.4	8	90.1
Baltimore	13	89.9	7	90.8
Toledo	14	88.7	9	89.9
Cleveland	15	87.9	10	87.2
Pittsburgh	16	87.1	14	85.2
Chicago	17	83.9	18	83.1
Connellsville	18	82.1	20	95.0
Ohio River	19	81.7	12	85.8
New Castle	20	71.5	19	82.6
DISTRICTS				
Staten Island	1	99.5	1	99.4
Baltimore and Ohio Southwestern	2	93.4	5	87.8
Cincinnati, Hamilton and Dayton	3	91.5	4	88.6
Wheeling	4	91.2	2	91.0
Main Line	5	90.6	3	89.1
Pittsburgh	6	84.1	6	82.5
Baltimore and Ohio		88.7		87.5
Baltimore and Ohio and Baltimore and Ohio Southwestern		89.5		87.6
System Baltimore and Ohio, Baltimore and Ohio Southwestern and Staten Island)		92.8		91.4

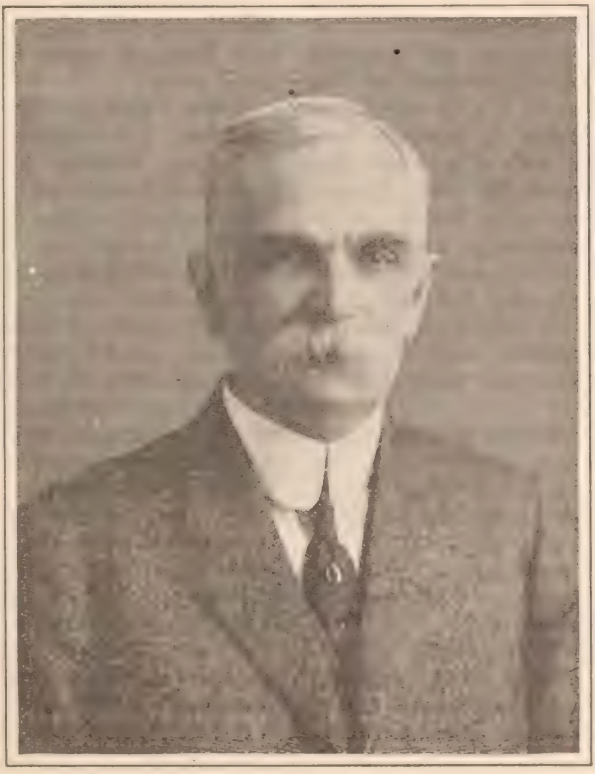
Office of General Superintendent of Transportation
Baltimore, Md., November 10, 1915

The Department of Miscellaneous Receipts and Accounts

By L. A. Lambert

AS this is a comparatively new division of the accounting department, a brief explanation of its scope and the character of work handled may be of some interest to many, and perhaps aid them when in doubt as to what communications, statements or reports should be sent to the Auditor Miscellaneous Receipts and Accounts.

It was organized on January 1, 1914, to take over the growing volume of miscellaneous items that up to that time were handled in different divisions of the accounting department; in order to concentrate all the business of this nature under one head, so that closer attention could be given to the detail; the relation of these items to each other and to other departments of the service, watched more effectively in the interest of economy and efficiency.



L. A. LAMBERT
Auditor of Miscellaneous Receipts and Accounts

Like all changes of this kind, notwithstanding the instructions issued by circulars, etc., it required some little time at the outset to get everyone in line as to the reports and communications that should be addressed to the new office; but that difficulty has long since been overcome and very little trouble is now experienced in this respect. Everybody seems to understand that this is a good place to send all matters relating to accounts for which no special provision has been made in published instructions, or whenever there is any doubt as to proper handling, thus avoiding the delay and unnecessary correspondence which generally result when statements or other papers are forwarded to the wrong office. This most frequently occurs, of course, with items that are of periodical and infrequent occurrence.

As an aid in this direction, to officers, agents and others who may find themselves in doubt at times as to what disposition to make of an item that has dropped into their affairs unexpectedly, a brief review of the accounts handled by this division follows:

Excess Baggage.—This account includes all collections for excess baggage, dog tags, and lost duplicate checks; also the charges for valuation of baggage required by recent instructions.

Parlor and Chair Car.—Represents the revenue from parlor and chair cars operated by the Company; but does not include revenue from similar cars operated by the Pullman Co. In connection with this account there are reports from ticket agents covering tickets sold and from conductors and car stewards of tickets collected and cash fares paid.

Mail Revenue.—Involves an account with the postoffice department of the United States Government, in which are taken up the details of mileage and special equipment for the respective mail routes embraced by the System lines, the compensation for each as agreed upon and contracted for, the frequent changes for which special adjustments are necessary, and the fines and penalties imposed for failure to comply in some instances strictly with the rules and regulations of the post office department.

Express Revenue.—Represents the earnings from privileges granted to an express company for conducting an express business on our lines and involves the supervision of and auditing of the express company's accounts in order to verify the apportionment of revenue as provided for in the contract.

Other Passenger Train Revenue.—Represents the revenue derived from operation of passenger trains, not covered by a regular passage ticket; the transportation of newspapers, parcel stamp traffic, etc.

Switching Revenue.—Is derived from switching movements at terminals and elsewhere, covered by switching orders, interline switching waybills, or special advice from the operating department for which bills are rendered to other railroads for handling freight cars and passenger equipment at terminals or junction points. Reports are made by agents of switching orders and interline switching waybills issued; by yardmasters and conductors of all cars moved under switching orders; and by superintendents of interchange and penalty switching.

Special Service Train Revenue.—Represents the revenue from movement of circus and theatrical trains, government troop trains, special trains furnished to private parties, etc.

Other Freight Train Revenue.—Represents the revenue earned by freight trains in transportation service not covered by the published tariff rates, or in excess of these rates owing to special conditions of the movement, etc.

Water Transfers—Freight.—Covers local movements by water, ferriage, lighterage and floatage, upon basis of published tariff rates.

Water Transfers—Other.—Covers water transfers not otherwise provided for, including towing beyond established lighterage limits and other extra towing and various other incidental charges made in connection with traffic afloat.

Dining and Buffet.—Represents the revenue derived from operation of dining and buffet cars for which reports are made by dining car stewards in connection with which all orders for food given by patrons on the cars, which become the check on which payment to the dining car steward is based, are checked and revised.

Station, Train and Boat Privileges.—Represents the revenue derived from privileges granted at stations, and on trains and boats; *i. e.* weighing and vending machines; news stands at stations; selling papers, fruit, etc., on trains and transfer boats; eating houses; telephone booths; baggage express and passenger transfer privileges, etc.

Parcel Room Receipts.—Represents the revenue derived from operation of parcel rooms at stations.

Storage—Freight.—Is the revenue derived from storage of freight after the free time allowed in tariffs has expired.

Storage—Baggage.—Is the revenue derived from storage of baggage after time allowed for owner to claim it has expired.

Demurrage.—Is the revenue derived from charge made for detention of freight cars incident to loading, unloading, reconsigning and stops in transit; pursuant to published tariffs.

Telegraph and Telephone.—Represents the revenue from privileges granted for conduct of commercial telegraph and telephone business on System lines.

Grain Elevators.—Represents the revenue derived from operation of grain elevators. The reports incident to this service cover the numerous items for which a charge is made in connection with the handling of grain.

Stock Yards.—Represents the revenue derived from operation of stock yards. The reports made on this account cover the various charges assessed for feeding, watering and handling live stock. The volume of details in this account has been greatly increased by recent quarantine regulations relating to the foot and mouth disease, etc.

Rent of Buildings and Other Property.—Represents revenue derived under certain conditions prescribed by Interstate Commerce Commission, from rent of station buildings and grounds, wharves, ferry landings, stock yards, etc.

Miscellaneous Revenue.—Represents the revenue derived from all sources not otherwise specifically provided for, and covers items of every sort and character that are too numerous to mention or summarize here.

Joint Facility—Credit.—Represents the proportion of revenue received from others in the operation of joint tracks, yards, terminals, and other facilities.

Joint Facility—Debit.—Represents the proportion of revenue credited to other companies, from joint stations, yards, etc. operated by us.

Company Material Waybills.—All waybills made in what is known as "K" series, covering movements of Company material, are revised and audited in this



OFFICE AND CLERICAL FORCE OF AUDITOR MISCELLANEOUS RECEIPTS AND ACCOUNTS

office. Agents render a monthly report of "K" waybills forwarded, to which is attached an impression copy of the waybills; they also render a monthly report of "K" waybills received. It is important that these reports be forwarded by agents promptly on the third day of each month, as the information they contain is needed not later than the fifth of each month for statistical purposes.

Collections from Automatic Machines in Operation at Stations and on Trains of Baltimore and Ohio.—Reports of these collections are made by agents and others. The reports are audited and settlement made with companies and individuals interested.

Collections from Sale of Accident Insurance Tickets.—Reports of these sales are made by ticket agents. The reports are audited and settlement made with insurance companies and others interested.

Freight Overcollections.—Represent a separate account that is now kept of overcollections of freight charges, of which agents make a special report; also of subsequent refunds; all of which are handled pursuant to regulations of Interstate Commerce Commission.

Collections Account of Relief Department.—Represent the collections made by agents and others of Relief Department dues; also payments on account of loans and deposits in savings feature, for which reports are made by agents and special depositaries. These reports are audited and the amounts involved stated to the Relief Department to be taken up on the books of that department.

Freight Bills Transferred by Agents for Collection.—Represent freight bills in connection with which special arrangement has been made for settlement through the audit office.

Freight Bills Transferred by Agents Account of Western Union Telegraph Co.—These bills cover freight charges on materials and supplies transported for the Western Union Telegraph Company, for which settlement is made through the audit office.

Freight Bills Transferred by Agents Account of Company Material.—These bills cover the freight charges for transportation of Company material, of which the agent's account is relieved and the amount charged to proper operating account.

Freight Bills Transferred by Agents for Collection from U. S. Government.—These bills are for the freight charges on shipments covered by U. S. Government bills of lading; for which bills are rendered to and settlements effected with various departments of the U. S. Government.

Bills Transferred by Departments for Collection from U. S. Government.—These bills cover the transportation of troops and military equipment and other services performed by different departments, for which bills are rendered to and settlements effected with the various departments of the U. S. Government.

Collections Reported by Agents for Credit to Other Than Miscellaneous Accounts.—These represent collections made by agents for account of the different departments of the railroad service, for which they make a report. This report is audited, the agent's account charged and credit passed to the respective departments interested.

Contractors' Freight Bills.—Represent bills for freight charges on material and supplies transported for contractors; also for passage tickets furnished. These bills are audited and certified preparatory to adjustment with contractors in connection with provisions of contracts.

War Tax Stamps.—Represent the account with agents and others for war tax stamps supplied to them for sale to shippers and other patrons of the Company, to be affixed to bills of lading and other documents; pursuant to government regulations.

Bills Rendered to Individuals and Companies.—Represent the bills rendered in connection with special arrangements made for settlement of charges for transportation and other services performed by the Company.

Bills Rendered to Railroads.—Represent bills rendered on data furnished by superintendents and others, for services performed at terminals and junction stations, not covered by regular department bills, *i. e.*, weighing, interchange, switching, turning engines and cars, detouring trains, penalty switching, etc.

Miscellaneous Disbursements

Overcollections Refunded.—Represents overcollections of freight charges that have

been refunded by agents on authority from this office, granted in connection with amounts previously reported by them.

Demurrage Charges Cancelled.—Represents credits to agents for demurrage charges cancelled after they have been regularly reported as accrued.

Service Vouchers and Incidental Bills Paid by Agents.—All service vouchers paid by agents, also incidental bills paid by them for gas, electric lights, water and other incidental expenses, when approved by the superintendent having jurisdiction, are reported by agent, his account is credited and the amounts are charged to the proper operating accounts.

Docks and Bridges.—Represents payments on account of traffic handled on sundry docks and bridges, by special arrangements.

Summary.—The summary which we have given shows the accounts handled and briefly states what each represents. In order that it may be better understood what it means in dollars and cents, the gross figures for calendar year 1914, the first year this division of the accounting department was in operation, are here given, viz:

Net total of Miscellaneous Revenue audited	$ 6,407,714.15
Total of other accounts audited	9,046,957.22
Total of bills rendered	5,595,466.76
Total amount involved in Audit of Miscellaneous Receipts	$21,050,138.13
Total of disbursements audited	1,155,261.43
Total amount involved in audit of Miscellaneous Receipts and Accounts	$22,205,399.56

These figures will be considerably increased in the calendar year 1915.

The aggregate shown in the foregoing statement is made up of numerous small items of various kinds, originating from many different sources and while the diversity of the accounts handled is in a measure explained, it is not possible in a brief article of this kind to adequately describe the great amount of detail involved in getting all these small items properly accounted for, then bringing them together in their allotted places in the general accounts; and last, but not least, in segregating them for the purpose of compiling statements required by the Interstate Commerce Commission and sundry State and other Public Service Commissions.

Shall We Have an Orchestra of Employes In Baltimore?

NUMEROUS requests have come to the Editor that he sound the sentiment of our employes in Baltimore and vicinity as to the advisability of forming an orchestra, similar in general plan to the Baltimore and Ohio Glee Club. We are glad, therefore, to present this question through the Magazine, for we are sure that the idea is feasible and that such an association would mean much to its members in an educational and social way.

No effort will be made to organize, however, until a sufficient number of employes, who can play some instrument, write the Editor and advise him of their interest in and desire to support this new enterprise. When enough responses are received, a time and place will be appointed for a meeting, of which all who have expressed their interest will be advised and at which appropriate action can be taken.

If you play some instrument and want to increase your musical skill and education in association with other congenial souls, write today to the Editor of the Employes Magazine, Room 300, Camden Station.







THE MORNING AFTER THE DESTRUCTIVE LOCUST POINT FIRE OF OCTOBER 28, 1915

Practically all available fire apparatus in and near Baltimore—public and private—land and marine—was called into use to stop flames. No. 1—Panorama of Bonded Warehouse showing extent of fire and proximity to two of our grain elevators It was necessary to play streams of water on these to prevent their catching fire. Practically the only article unconsumed and undamaged in the office shown in left hand panel of picture was a linen duster coat—possibly the most inflammable thing in the room No. 2—S. S. Kirkfield, which was moored at pier when fire started but safely towed out into basin before damaged. The covered







Photos by G. B. Luckey

pier and warehouse on the right of this picture were also threatened and had to be drenched with streams from the fire boats. No. 3—General view of interior wreckage. Tin sh-athing proved a good but not altogether effective resistant to fierce flames. No. 4—A corner of warehouse and platform showing dangerous proximity to tracks. All rolling stock endangered was hauled to places of safety. No. 5—"Everything for a tea party but the tea and the fire." After the flames were extinguished thousands of dollars worth of the finest English china was scattered about the wreckage.

The Education of Enginemen in the Elimination of Smoke

By F. S. De Veny

Chief Smoke Inspector, Chicago District

THE principal factor to be considered on this very important subject is the instructor, and the object in view can well be compared with that of various other educational matters which require both practical and technical training in order to establish proficiency such as will meet the demands of our employers.

In starting a young man on any class of training that may be intended to fit him for his life work, the parent will select a school that is known to have instructors of the highest reputation; men who will command the boy's confidence and respect and at the completion of the course of education turn out a scholar who is qualified to cope with difficulties such as he may meet in the daily practice of the occupation he has chosen.

The difficulties involved in the education of locomotive firemen on the elimination of smoke, is a subject that should be brought before us, the steam locomotive representing the university, and the road foreman of engines, the instructor.

The road foreman, to be thoroughly competent, should be one who posseses all the temperamental characteristics of the most successful instructor. To be so qualified he should be one who has started his railroad service in the capacity of locomotive fireman, and has advanced along this line to the position of a locomotive engineer, where, after serving the required time, he has qualified for the very important position of a road foreman of engines, provided, however, that while he has been acquiring this practical training, he has also studied the technical points that are essential for an efficient and competent instructor. The road foreman should know the construction and operation of a locomotive in general, as well as the practical and chemical process of the combustion of fuel. This will enable him readily to determine whether the mechanical department or enginemen require instructions, such as are necessary to establish the high degree of efficiency our railroads are expected to produce in the matter of smoke abatement in the large cities, which require the service of railroads for the movement of traffic in providing the public with the necessary commodities of life.

It is just as important that the fireman be thoroughly familiar with the chemical process of combustion as it is that the engineer be familiar with the process of steam generation, and why it transmits power.

The fireman should be instructed in such manner as to have him clearly understand the term known as a unit of heat; how the heat when passing through water is utilized by means of water serving as its agent, and thereby developing power necessary to move the locomotive and its train. No locomotive fireman can be made to realize the importance of preventing emissions of smoke by merely *instructing* him that excessive emissions are objectionable, and the fireman who has no further knowledge on smoke abatement than this, is the type of fireman who will prevent emissions of smoke while the instructor is present, and in his absence will recall and practice the instructions of some old time engineer who, with a stern look and the voice of a lion, is accustomed to say: "Billy there is some-

thing wrong with her, she's not making any smoke, you've got a hole in your fire; put the hook in her." This is one of the many fixed habits of enginemen that an instructor has to contend with in the elimination of smoke, and is also one of the principal reasons why the instructor



HEAVY PASSENGER TRAIN MOVING ON SCHEDULE TIME ON AN UP-GRADE WITHIN LIMITS OF DISTRICT OF COLUMBIA—*AND WITHOUT SMOKE*

should be well posted on both the chemical and practical process of combustion.

We quite readily recall the manner in which our enginemen of ten years ago expressed their opinion on the question of smoke abatement, and will not hesitate to say that ninety per cent. of the engineers and firemen were of the opinion that when a locomotive did not emit large volumes of dense smoke it was positive evidence of an improperly drafted locomotive, and that while smokeless firing could be practiced for a short distance it would be unreasonable to assume that it could be done while running over an entire division.

This is one of the greatest difficulties the instructor will meet with in his endeavor to establish new rules and educate enginemen along the lines of proper combustion, to have them realize the fact that in order to utilize as nearly as possible all the heat contained in coal, a locomotive must be fired in such a manner as to consume the hydro carbon gases of fuel as well as the coke or fixed carbon, and that this is the only method (whether by means of mechanical devices or skilled enginemen) by which that smokeless combustion of fuel can be accomplished.

Smokeless combustion is more easily accomplished in stationary than moving boilers. This is because they are provided with such constant and equal draft as may be necessary to consume the required amount of coal per square foot of grate surface, or such as may be necessary to produce a given and constant horse power. On the other hand the locomotive at one minute is required to produce its maximum horse power and the next instant less than fifty per cent. or none. This alone requires more skill on the part of those who handle the fuel on a locomotive, to say nothing of the inconvenience in applying smoke consuming devices, which is not experienced in applying such devices to stationary fire-boxes.

We now have the question, "What type

of men shall we employ for locomotive firemen who in turn will make our locomotive engineers?"

I would recommend that an applicant for position as locomotive fireman should be a young man of at least twenty-one years of age having a common school education, that he should be of good habits, and one who is accustomed to hard labor. When employed he should be instructed on combustion, and provided with literature on combustion got up in a manner to be easily understood. He should also be instructed on all rules pertaining to the movement of trains. This can be most successfully accomplished by requiring the student fireman to ride with a competent engine crew until he has learned the method of firing the various types of locomotives that he will afterwards be expected to fire.

After a student fireman has completed his trial trips, the road foreman or traveling fireman should ride with him and demonstrate by actual practice all the advantages to be taken in the way of effecting complete and smokeless combustion, at the same time explaining the process of combustion as clearly and practically as possible while on the line of road. In addition to this the operation of smoke suppressors should be thoroughly explained and their effect demonstrated in actual practice. The necessity for admitting air above the fire in this manner, the degree in temperature of the fire-box that will cause an emission of smoke, as well as that which is required to bring about the combustion of the gases and prevent smoke, should be explained. The fireman should also be instructed to judge the temperature of the fire-box by the appearance of the fire, to know the different colors of the fire and their approximate temperature.

I would also recommend that railroads provide means for giving lectures on combustion with stereopticon views. Where lectures are given, the fireman should be required to attend, as we believe that great benefit will be derived, both by the fireman and the Company.

Above all, the instructor should cooperate with the fireman in such a manner as to have him know that the instructor is taking an interest in his welfare and desires to make his work as agreeable as possible. The instructor ought to try to win his confidence and encourage him to make a study of his profession, as this is the secret of success in all occupations.

Removing the Burden of Suspicion

THE extent of the change in public sentiment as regards "Big Business" is quite strikingly illustrated in certain events connected with the trial of the New Haven Railroad directors, now in progress in New York. More than 230 men were examined before a jury was picked which both sides could accept. But the curious thing was the difficulty in getting jurors who would satisfy the Government: in finding men who were not so opposed to this specific application of the anti-trust law as to unfit them for impartial and unprejudiced judgment.

Five years ago the situation would unquestionably have been reversed. There would doubtless have been quite as much difficulty in securing a fair-minded jury, but the shoe would have been on the other foot. The problem then would be to find twelve men who were not so prejudiced against successful corporations in general, and railroad corporations in particular, as to make fair judgments impossible. The change in this situation is a pretty good index to public sentiment all along the line

In brief, there are indications that business men will be permitted to go ahead with the promotion of their enterprises without acting constantly on the defensive. Success is no longer regarded as necessarily indicative of criminal oppression. * * * * One of the by-products of the period of muckraking was a burden of suspicion which every business announcement was compelled to share to a certain extent, and that burden is rapidly being removed.

—PRINTERS' INK

Standard Operations

Address of E. E. Hamilton, Supervisor of Operating Statistics, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

With the very definite manner in which the general officers have outlined the things to be done, it is important that we know just how to go about doing them and for this purpose information is essential; and if those responsible for the operations have definite knowledge as to what is expected of them, their position is not uncomfortable when the officers inquire about performances, for even if the standing is not satisfactory the interfering conditions are known and an effort is made to show an improvement.

We have been trying to determine the amount of time that should be required in the various features of train operation, especially in dispatching and relieving crews at terminals, the time required on the road and at the various points for helpers, water, etc. The yardmasters, roundhouse foremen and others have accomplished considerable, following which we are encouraged to believe that a potential basis can be set up for other operations, such as handling engines at terminals, station and yard operations and maintenance.

It is important to have immediate and reliable records and for a time the distribution of information was developed gradually, so that it would be better understood, but the unusual recent activity on the part of the division officers and others has made it necessary to provide additional information.

Considering the volume of expenditures for labor and material the responsibility of an officer in railroad work is exceptional, and with the property values involved in conducting transportation it is important that they have full information as to the operations under their charge and that it be furnished in such a way as to be uniform and provide proper comparison. In this direction it is necessary to recognize the specialist who has an opportunity to study specific situations. And it profits every one to accept advice and suggestions from him, especially those who have many routine duties without the opportunity to make studies and decide the best methods to be followed.

The Bureau of Operating Statistics welcomes suggestions and is not only willing but anxious to reply to inquiries for information. It does not establish or outline the policy, but desires to furnish sufficient and satisfactory data in suitable shape.

It is felt that the officers of the Baltimore and Ohio are better equipped with information than those of many other railroads, and in this respect we are greatly indebted to the accounting department, as the general results of previous month's operations are received on the 9th or 10th of the month following and all the detail by the 20th. It is safe to say that no other large railroad has such an advantage.



What They Thought o

THE meeting at Deer Park offered an opportunity for the operating officers from all parts of the railroad to get acquainted and exchange views on many topics and conditions and to get a broader view of matters relating to train movement, maintenance of equipment and maintenance of track and structures. The meeting also tended to promote a greater interest in the Company's welfare and a closer cooperation among the different departments. At the same time it was a beneficial outing in the pure, cool air on the summit of the Alleghanies which we all enjoyed.

J. N. SPILMANN,
District Engineer Maintenance of Way,
Pittsburgh, Pa.

THE well regulated business sessions so ably handled by our third vice-president, the decidedly interesting papers of our various officials, the good service given by the hotel and the splendid entertainment by the Glee Club, made this THE BEST staff meeting I have ever attended.

E. W. THORNLEY,
District Storekeeper,
Pittsburgh, Pa.

THIS meeting and other similar meetings are entertaining, educational and elevating, and undoubtedly draw those present closer together and make them all bigger and better men. They enable us to associate and exchange ideas with our fellow employes and our officers, and this cannot but help awaken a feeling of loyalty and responsibility that could not possibly be created to the same extent in any other manner. It causes each of us to feel that he is an important cog in the wheel that makes successful the operation of the railroad. It gives all present an opportunity of "learning why," and I believe gives the Company the benefit of a chain of loyalty, love and friendship which probably could not be created as thoroughly or satisfactorily in any other way.

C. C. GRIMM,
Trainmaster,
Newark, Ohio.

I THINK it was a GREAT meeting. It put the staffs of the various divisions closer together and gave each person present a better understanding of the workings of the Baltimore and Ohio System as a whole.

J. B. PURKHISER,
Trainmaster,
Seymour, Ind.

THIS meeting was the best that I have ever attended. A great deal of valuable information was gleaned from the many speeches, especially those of the general manager and third vice-president. The value of such meetings is inestimable.

E. J. LANGHURST,
Trainmaster and R. F. of E.,
Parkersburg, W. Va.

THE Deer Park meeting was one of the best I have ever attended. It was such a schooling to me that it has made me feel that I am better qualified to handle my work as trainmaster on the W. Va. & P. District than I was prior to the meeting.

C. L. TODD,
Trainmaster,
Monongah Division.

The Deer Park Meeting

THERE were general expressions of regret at Mr. Willard's inability to be present, but in his absence Mr. Thompson presided at the several sessions and handled the meeting in such a manner as to make every one feel at ease and free to express their several opinions without hesitation. The result was that from the very beginning to the end of the conference there was no flagging of interest or time lost. As fast as opportunity offered there was always some one ready to speak on the subjects under discussion which henceforth are sure to be better understood and practical results follow.

The social features were not overlooked, Mr. Thompson having made liberal provision on each evening for entertainment, such as the stereopticon lecture presented by Mr. Lowes, and the Glee Club, which greatly pleased all by its interesting and attractive program.

Of all the staff meetings that have been held, there have been none where greater interest was displayed or where there were more expressions of a desire to put the suggestions into practice and increase the economy and efficiency of operation, thereby keeping the Baltimore and Ohio in the front rank of American railroads, to which place it is entitled by its history, its progress, and its service.

GEO. H. CAMPBELL,
Assistant to the President.

THE Deer Park "get together" was the most instructive meeting it has ever been my pleasure to attend. All of the addresses were interesting, and the splendid manner in which the meeting was conducted by our third vice-president as chairman must have created a lasting impression on everyone fortunate enough to be present.

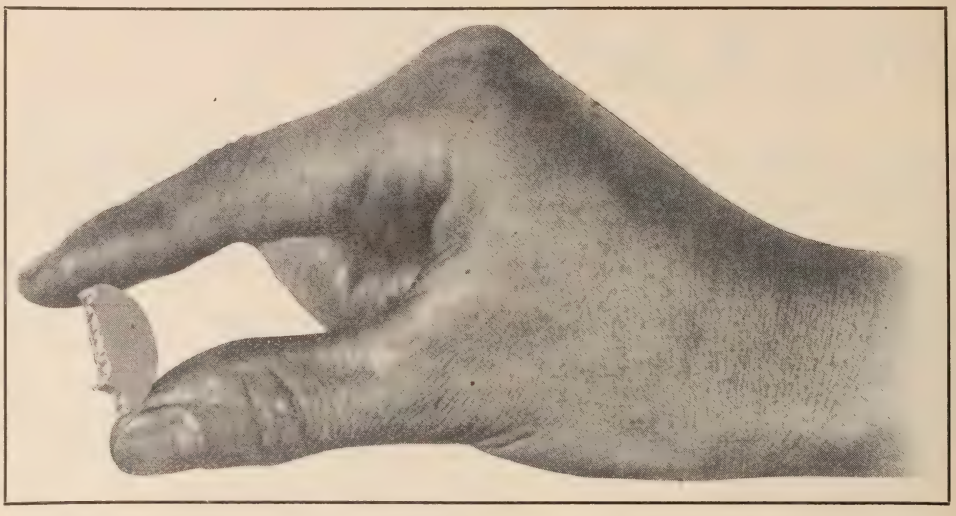
E. J. LAMPERT,
Trainmaster,
Cincinnati, Ohio.

WITHOUT question it was the best meeting of officials of the Baltimore and Ohio that has ever been held. The program covered subjects of special interest to the officials of the various departments. I was impressed with the promptness with which the program was carried out. This thoroughly demonstrated that all matters pertaining to operation are being handled with efficiency. The arrangement whereby the Company Glee Club was present, and gave such excellent entertainments, was one of the features of this meeting.

G. F. EBERLY,
Division Engineer,
Wheeling, W. Va.

THE Deer Park meeting was an occasion which will long be remembered as of much instructive benefit to those of the line who were there. We should profit wonderfully by the examples there set, not the least of which were the lessons in promptness as demonstrated by our third vice-president and general manager in conducting the various sessions. They were always on time. We were impressed with the magnitude of the undertaking of the management of such a System as seen from the viewpoint of an executive officer and made to realize the important part those of the line fill, if successful results are to be obtained. We were more than pleased to hear it announced that the publication of the Employes' Magazine would be resumed, knowing full well that this would be welcomed by the employes at large.

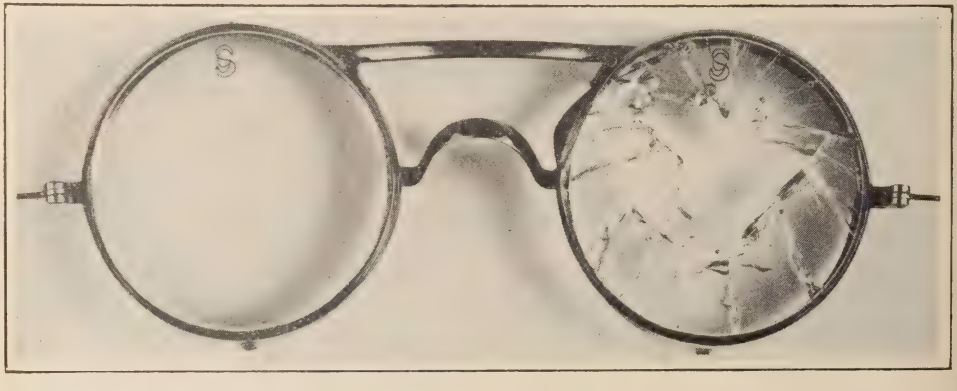
J. W. ROOT,
Trainmaster,
Wheeling, W. Va.



Here is the Piece of Steel (actual size)

that flew straight at the eye of Gabe Golart, Steel Car Repairman, on October 25, and

Here are the Goggles that Saved his Sight



Mr. Railroadman—ask Gabe Golart if it was worth while to wear these Goggles—then go and do likewise

The Savings Feature of the Relief Department

By Dr. S. R. Barr, Superintendent

THIS Feature was established and made a part of the Relief Department on August 1, 1882, and its purpose and the objects sought to be accomplished are perhaps most clearly expressed in Regulation No. 3, which reads as follows:

"The Savings Feature will afford opportunity to employes and their near relatives to deposit their savings and earn interest thereon, and to enable employes only to borrow money at moderate rates of interest and on easy terms of repayment, for the purpose of acquiring or improving a homestead, or freeing it from debt."

Any employe of the Company, whether a member of the Relief Department or not, his wife, child, father or mother, or the beneficiary of any deceased member of the Relief Department, may become a depositor, and make deposits with any depositary designated by the Company, in any sum not less than $1.00 nor more than $100.00 in any one day, unless otherwise specially authorized by the superintendent.

The designated depositaries referred to are usually the bonded agents, ticket, station or freight, at any station. Where two or more persons wish to become depositors at a point where no one is already authorized to receive such deposits, arrangements will be promptly made to meet their wishes. By this method a Savings Bank is established at practically every station having an agent, and the depositor is at no expense or even inconvenience in making his or her deposit.

Before the establishment of this Feature there were no savings institutions on the lines of the Company, except in the cities.

Parents or others may make deposits in the name of any child, each deposit, however, being subject to the order of the parent or other adult; and a minor may deposit in his own name under the same conditions as to withdrawal.

In order to become a depositor it is only necessary to execute an application on the form provided, which may be obtained from any Depositary, Medical Examiner and the Relief Department office, and forward it to the superintendent of the Relief Department. Immediately upon the receipt and approval of such application, a pass book will be issued, which the depositor must take to the Depositary each time a deposit is made or money withdrawn, in order that the transaction may be regularly noted.

When deposits are made the Depositary will furnish the depositor with a duplicate slip showing the place, date and so forth, where and when the deposit was made, which slip the depositor will mail to the superintendent of the Relief Department in a sealed envelope.

The Company guarantees the repayment of all deposits, and the payment of four per cent. interest thereon.

Interest at the rate of four per cent. per annum will be paid on all sums of $50.00 and upwards that have been on deposit not less than three calendar months, counting from the first day of the month following that in which the deposit was made. Interest is not paid on fractional parts of a dollar, or for parts of a calendar month.

In addition to the guaranteed interest, the Committee, at the close of any fiscal year, may award dividends from the net earnings of the Savings Feature. These

dividends have not been less than one per cent. for the past twenty years, making a credit of five per cent. to the depositor's account.

The interest and dividends, unless withdrawn, are credited at the end of each fiscal year and thereafter form part of the principal.

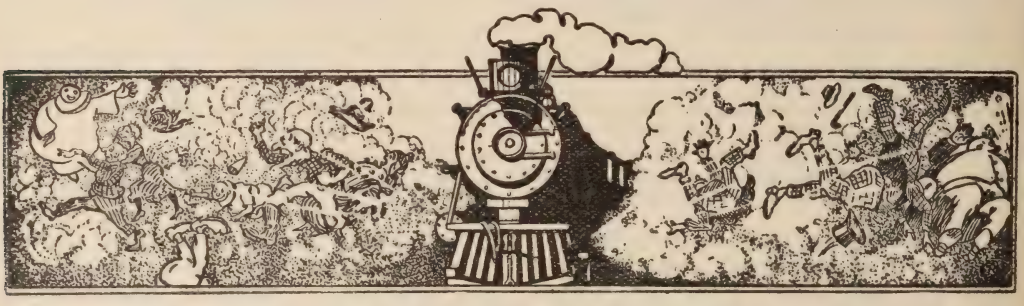
Withdrawal of deposits are made by the execution of an order, the form for which can be had from any Depositary. Upon its receipt, a check for the amount is forwarded to the depositor in care of the Depositary designated in the order, who will deliver the same after making proper entry in the depositor's pass book.

Savings Feature checks are cashed by any agent of the Company having Company's funds in his possession, or by any bank.

A depositor leaving the service of the Company may continue his deposits in the Savings Feature, if he then has a balance of $50.00 to his credit.

It may be of interest to know that since the inauguration of this Feature, the total deposits have amounted to $19,200,000.00 of which there are remaining about $8,750,000.00 still on deposit.

A future article will deal with the operations of the Loan Feature of this Department.



EXHAUSTS

The Scotch Retort

At Belfast a football match was played between Ireland and Scotland.

One of the home supporters, who was getting excited, kept shouting out: "Sit on 'em, Ireland!"

An old Scotchman in the crowd, unable to stand it any longer, cried out: "Ye might be able to sit on the leek, mon, an' mebbe on the rose, but I tell ye, mon, ye canna sit on the thustle."—*Exchange.*

✤

The Gorgons

A Philadelphia school teacher has lately been instructing her pupils in Grecian mythology. It is the plan to have the children read the tales aloud, and the next day recount them in their own language. One lad, to whom was given the assignment to render in his own language the story of the Gorgons, did so in these terms:

"The gorgons were three sisters that lived in the Islands of the Hesperides, somewhere in the Indian Ocean. They had long snakes for hair, tusks for teeth, and claws for nails, and they looked like women, only more horrible."—*Lippincott's.*

✤

Time to Quit

Chief—Why did Burgaleer reform?

Thief—The last safe he drilled and blew open only contained a picture post card of the state prison.—*Judge.*

✤

No Precedent For That

"Brudder Perkins, yo' been fightin' I heah," said the colored minister.

"Yaas, ah wuz."

"Doan yo' 'membeh whut de good book sez 'bout turnin' de odder cheek?"

"Yaas, Pahson, but he hit me on mah nose, an' I'se only got one."—*Livingston Lance.*

✣

Necessary, Though

Flim—Taking a wife is a good deal like buying an automobile.

Flam—How so?

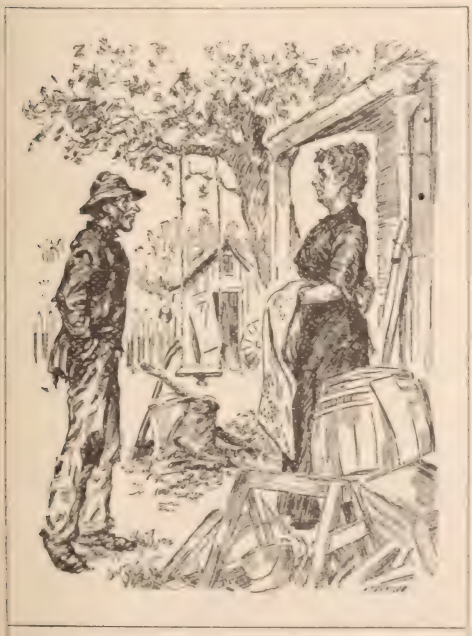
Flim—Well, the accessories make the major portion of the cost.—*Judge.*

✣

No Harm Done

One day a goat, so large and fine,
Ate two red shirts off Hogan's line.
Then Hogan grabbed him by the back
And tied him to the railroad track.

Sing "au revoir, but not good-bye"—
This goat then thought he had to die;
He gave a shriek of awful pain,
Coughed up the shirts and flagged the train.—*Exchange.*



Lady—*Have you been working ever since I gave you the pie last summer?*
Tramp—*No, ma'am I just got out of the hospital.*

—Courtesy Collier's.



Irate Riding Master—Hi, where the blazes are you going to?

Recruit (whose horse has bolted through the open doorway):—Blowed if I know—but the—'orse's—'ome's — in — Canada! —*The Bystander.*

✣

Inevitable

Lady (on board train)—O! conductor. I am getting so train-sick I don't know what to do.

Conductor—"Don't worry madam, you'll do it."

✣

A Clever Rebuke

A smart New York girl at Newport last summer administered a clever rebuke to a blasé and patronizing young Englishman whom she met there.

The girl overheard her hostess say that she wished to introduce the Briton to her (the New York girl), and the girl also caught his reply:

"Very well, trot her out."

When the Englishman was presented, the girl bowed, carefully surveyed him from head to foot, and then quietly said to the hostess:

"Thank you. Now trot him back, please."—*Lippincott's.*

✣

His Preference

"How will you have your eggs cooked?" asked the waiter.

"Make any difference in the cost of 'em?" inquired the cautious customer with a brimless hat and the ragged beard.

"No."

"Then cook them on the top of a slice of ham."—*Tid-Bits.*

Equivocal

He—"If we weren't in this canoe, Marie, dear, I should kiss you."

She—"Sir, take me ashore immediately."

✣

No Pleasure for Him

Arthur was passing a day with his aunt.

"I am going to do something to please you on your birthday," she said to the little boy, "but first I want to ask the teacher how you behave at school."

"If you really want to do something to please me, auntie," said the boy, "don't ask the teacher."—*Lippincott's.*

✣

Insufferable

A friend once wrote Mark Twain a letter saying that he was in very bad health, and concluding: "Is there anything worse than having a toothache and earache at the same time?"

Twain wrote back: "Yes, rheumatism and Saint Vitus' dance."

✣

Scriptural Proof

An old negro, near Victoria, Tex., who was the only Baptist in the neighborhood, always "stuck up for his own faith," and was ready with a reason for it, although he was unable to read a word. This was the way he "put 'em down:"

"Yo kin read, now, kain't yo?"

"Yes."

"Well, I s'pose yo' read de Bible, haint yo'?"

"Yes."

"Yo' read 'bout John de Baptis', haint yo'?"

"Yes."

"Well, you never read 'bout John de Mefodis,' did you?"—*Argonaut.*

The Jayville Agent

By R. G. Pearce

Agent, Apple Grove, W. Va.

The train pulled into Jayville at seven twenty-four,
When a lad (with suit case laden) stepped from the SMOKER door,
And to the little station he quickly made his way
With an air of self-reliance and a heart quite light and gay.

For the long anticipated would shortly come to pass,
His dream from early childhood! His heart was beating fast,
For on the very morrow, before the sun went down,
He'd be the Depot Agent of the little Jayville town.

Next morning e'er the clock had turned to nearly half-past nine,
The waiting room was crowded, all had fallen into line
To get their tickets purchased and their baggage all checked through,
For in just about ten minutes train Number Nine was due.

The station trucks were loaded with eggs and chicks galore,
Which must be billed for Number Nine; the hackmen madly swore;
The excess trunks were scattered and the U. S. Mail was shy,
While both the train despatchers were a-calling old "J.Y."

The crowd in line grew angry as they waited there in vain,
They could plainly hear the rumble of the fast approaching train;
Their rage still waxing warmer, in the station room they swore
While the lad pulled down the window and locked the office door.

With eyes upturned to Heaven, he was a picture of despair
While trying to remember his boyhood's only prayer,
And praying still, he gently sneaked out of the freight room door
While saying to old Jayville, "Good-by for evermore."

Ah, three score years have passed away, yet 'neath a shade tree cool
There sits in meditation a man with plow and mule;
And deep in retrospection, to himself he'll often say,
"I was onc't a Depot Agent, just about a half a day."

Lessons in First Aid to the Injured

By Dr. J. F. Tearney
Chief Medical Examiner

This is the first installment from Dr. Tearney's recent book on the above subject. The other chapters will be published in succeeding issues of the MAGAZINE. First Aid booklets are usually so complicated as to discourage the layman who tries to make practical use of them. This treatment of the subject is an exception; it is concisely and clearly written, and profusely illustrated with helpful drawings. Any employe particularly interested in this subject can secure a copy of the booklet by writing to Dr. Tearney, Chief Medical Examiner, Relief Department, Baltimore, Md.

MANY railroad men, especially the older ones, are backward about taking an interest in this work, because they imagine that to get a serviceable knowledge of First Aid they will have to study a good deal of anatomy and of other medical subjects; going back, as they say, to the lesson drudgery of school days.

There is no real foundation for such a notion. Without study of medical books, one may become expert enough to meet any ordinary accident emergency. Too much knowledge is very apt to mislead the judgment and to tempt one into undertaking what should by all means be left for the surgeon.

The chief need is good common sense. You are to bear in mind that you will never be concerned with the actual treatment of an injured person; that is for the surgeon who will soon have the patient in his hands.

What you *will* be concerned with may be stated in three very simple propositions:

1. To shield the injured man from needless suffering.
2. To move him, when absolutely necessary, without increasing his injuries.
3. To do your best to save his life, when his life is threatened.

In any case of injury there may be several good ways to render assistance, but there must always be *one best* way. The purpose of this little book is to lay before you, in familiar language, the methods found by experience to be the simplest and best.

When An Accident Has Occurred

The foremost all-important point for you to impress upon your mind is, that some one must take upon himself the direction of affairs. If you are the employe of highest rank on the ground, take command at once.

Immediately send a reliable person to get in touch with the nearest Company's surgeon. (You will find a list of Company's surgeons printed in your Time-Table and posted about the shops.) Should the need of surgical aid be *very* urgent, summon any surgeon who can arrive most quickly, at the same time notifying the Company'ssurgeon.

In the meanwhile, designate those who are to minister to the injured, selecting men you know to be best qualified.



FIGURE 1. MAKE THEM STAND BACK OUT OF YOUR WAY

Spectators will crowd around, depriving the injured man of air, and hindering you with their advice and comments. Make them stand back at a distance, well out of your way.

And above all things, keep off the man with the whiskey bottle.

Use of Alcohol

Whiskey in any quantity, even in small teaspoonful doses, increases the tendency to bleeding. When given in the somewhat larger quantity, known as an ordinary "drink," the first effect of stimulation is followed by a corresponding depression, so that, when the surgeon arrives, he will have to lose valuable time in combating this depression, in addition to that caused by the shock of the accident.

When allowed a free hand, the sympathetic friend with the bottle will try to deaden pain with whiskey, and will often produce intoxication. The patient will then fight those who are trying to aid him (Fig. 2) and waste in his struggles the strength and vitality he may sorely need by-and-by, when an amputation or other serious operation has to be performed. Moreover, it is most difficult to put a half-drunken man to sleep with chloroform.



FIGURE 2. EFFECTS OF WHISKEY. FIGHTING THOSE WHO ARE TRYING TO AID HIM

If whiskey is so objectionable, you ask why the surgeon sometimes gives it. You would not think of giving morphine or strychnine, yet, in suitable cases, a surgeon will give these drugs as well as whiskey, for the patients' good. But he knows how much to use and when not to use any, which you do not know. Therefore, you will wisely make it your iron-bound rule to *allow the patient to have no whiskey or other alcoholic liquor.*

Shock

After a painful injury, the person will be greatly prostrated—more or less dazed; his face pale, and covered with cold sweat; pulse and breathing weak.



FIGURE 3. SHOULD NOT BE ALLOWED. KEEP HIM FLAT ON HIS BACK, HEAD LOW, SHOCK

He is suffering from Shock, which will be severe in proportion to the severity of the injury. The best thing to give him is a half or whole cup of strong black coffee or tea, or even hot water, slowly swallowed. *Lay him flat on his back with head low.* The coldness of his body-surface indicates that all the blood of his body is driven to the internal organs. You must return it to the natural channels. Wrap him in warm blankets. Apply bottles filled with hot water, or heated bricks, everywhere about his body and limbs, taking care that you do not burn his skin.

BUT DO NOT GIVE WHISKEY.

Examination

In order to relieve the suffering of an injured person, you will first have to ascertain the extent of his injuries. It may be found necessary to remove some portion of the clothing, which often cannot be done in the usual way, because the slightest movement of the body will greatly increase suffering. With your pocket knife, cut off the trousers, coat and shirt, by ripping up the seams, but the underclothing must be cut or torn off the easiest way, and likewise the shoes, when a foot is badly crushed. You will generally find a bleeding wound that will call for first attention.

Hemorrhage or Bleeding

Do not forget that exposure of the wound to the air, especially, if, at the same time, you elevate the injured part



FIGURE 4. TO STOP BLEEDING. ELEVATE INJURED LIMB AS HIGH AS YOU CAN GET IT

as high as you can get it (Fig. 4), is all that is necessary to stop bleeding, in a large majority of cases. Pressure of a firm bandage directly upon the bleeding point, should also be tried (Fig. 11).

Should these means fail to stop the bleeding, after several minutes trial, you will have to make pressure upon the blood vessels through which the flow is coming toward the wound. The blood flows from the heart, through the vessels, precisely as the water flows from the hydrant, through your garden hose. If the water is streaming through a break in the hose, the escape can be stopped by pressure on the hose between the break and hydrant. In the same way you can stop bleeding from a wound, by making pressure on the blood vessels somewhere between the bleeding point and the heart (Figs. 8 and 9).



FIGURE 5. BONES OF THE ARM

In the arm and leg, the vessels are buried among the muscles, hence to bring pressure to bear upon them, you will have to tie a strong bandage, a handkerchief, rope, strap or similar article tightly around the limb. An article thus employed is called a "constrictor," because it constricts or squeezes closely together all the parts within its embrace (Fig. 7).

Nine-tenths of the injuries received by railroad men, involve the arm, hand, leg or foot. It will be useful then to charge your memory with a couple of facts concerning the limbs, although you probably know them already, as the arrangement is practically the same in all animals.

Remember then—above the elbow and above the knee, there is one bone (Figs. 5 and 6). The blood-vessels lie close to this single bone, and you can compress them with ease between your constrictor and the bone. Below the elbow and below the knee, there are two bones (Figs. 5 and 6). Some of the vessels are



FIGURE 6. BONES OF THE LEG

placed between the two bones. To compress them here, you will have to tighten the constrictor with all your strength, which is likely to injure the nerves and other delicate structures, and thus cause gangrene or mortification of the limb. *Hence, when you wish to stop bleeding in arm or hand injuries, tie your constrictor high on the arm close to the shoulder, and in leg or foot injuries, tie it high on the thigh close to the groin.* In these situations the vessels lie nearer to the surface than in other parts of the limbs, and are therefore more easily compressed (Figs. 7, 8 and 9).

It will often be sufficient merely to tighten a strong handkerchief around the lightly clothed limb, as shown in Fig. 7-A. If this does not succeed, tie the constrictor loosely around the limb (Fig. 7-B), passing a piece of broom handle or stout stick through the loop

and twisting it slowly, till the bleeding ceases.

The method, just mentioned, is open to objection, because it will sometimes be necessary, especially in fat persons, to use so much force that the constrictor will bruise and tear the skin and fleshy parts of the limb. The difficulty can be



FIGURE 7. CONSTRICTORS APPLIED. TRY "A" FIRST. IF IT FAILS RESORT TO "B." LOOSEN EVERY HALF HOUR

met by concentrating the pressure at one point—namely, directly upon the vessels. The course of the vessels in the limbs is easy to remember. In the upper arm they follow a line from the middle of the arm-pit to the middle of the bend of elbow; and in the upper leg, from the middle of groin to the inner side of knee joint (Figs. 8 and 9).

First lay bare the limb; then take a small hard object, a cork, spool, stone; wrap it in cotton or a soft handkerchief, to protect the skin, and place it under the constrictor directly in the course of the main vessels. Tighten the constrictor by twisting the stick as described above (Figs. 8 and 9). The moment bleeding ceases, discontinue the twisting. You can keep the stick in position by looping a bandage around one end of it, and tying the two ends of the bandage on the opposite side of the limb (Figs. 8 and 9).



FIGURE 9. VESSELS ARE NEAR THE SURFACE ABOVE THE KNEE, DEEP BELOW THE KNEE

You want to keep the constrictor just tight enough to stop the bleeding and no tighter. Everyone is aware that no part of the body can long maintain life, when deprived of blood. Mortification has been produced in the leg by a tight bandage, left in position for three hours. *Hence the pressure of a constrictor should be released every half hour.* Should bleeding recommence, quickly replace the constrictor, but it may be laid aside if you find the bleeding has ceased.

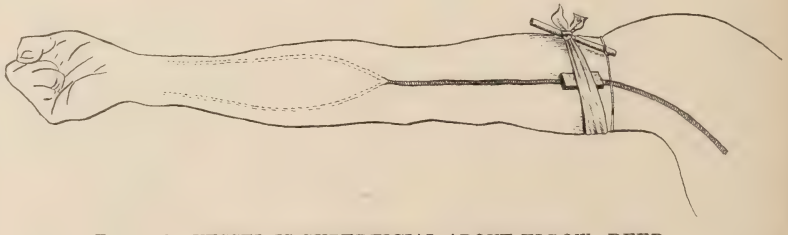


FIGURE 8. VESSEL IS SUPERFICIAL ABOVE ELBOW, DEEP BELOW ELBOW

When in doubt take the safe course—
You will live longer

"Safety First"



How Champions are Made



By Grantland Rice
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"HOW can I improve my game? How can I get better results?" Over five million men, women, and youths in America alone would like to have this query answered. Of all the millions who go in for some variety of sport, it is given to only a few to know the thrill that comes from reaching a championship height.

But it is given to many thousands to know the dream of some day reaching the throne room of some game and wearing the crown of olive. And it is given to the vast majority to know the yearning and the ambition to come as close to the championship border as physical, mental and psychological limitations will permit.

All who play hope some day to play better. And most of them are constantly on the lookout for some system of increased efficiency that will being about the desired improvement in form, speed, control, judgment and other ingredients that figure in the make-up of sportive success.

There is no ragged kid swinging a bat in some ball game of the corner lot who doesn't dream of some day acquiring the glory that is Cobb's. There are few who play golf, at least among those in their prime, who do not cherish the hope that some day there will come to them the knack that will permit them to putt like Travers or handle the "wood" with a Ouimet finish. The half-fed preliminary boxer dreams of the art that belonged to Corbett and the stamina known to the Durable Dane. And the schoolboy sees himself some day beyond out-drop-kicking Charley Brickley. But most of these millions so far away from the top have misread the street numbers of the path which leads to fame.

They imagine that the champion is born blessed with some superhuman quality of power, speed, nerve, brain or knack, and that his main requirement for success is to reach forth and grab. They apparently know little of the price which almost every champion has paid to gain admittance into the throne room of the game, whatever that game is.

Elbow Grease

Some time ago we listened to a discussion among certain experts who had followed sport, based upon the main requirement for championship honors. There were three divisions allotted: (1) The physical qualities of power, speed and endurance; (2) brain; (3) courage or nerve.

There are certain games, of course, which require greater physical powers than others, greater brain than others, or greater nerve. But the general average of all games was given first consideration, and each division had its following. Brain, courage and power were held to be beyond any doubt the main ingredients that make for championship success. But when the discussion ended we felt in some way that the most important ingredient of them all had not been mentioned. Which leads up to the case of Tyrus Raymond Cobb of Royston, Ga., and Detroit, Mich.

When Napoleon Lajoie broke into baseball he had a natural batting eye, birth-given, and in his first season out with Fall River, in the New England

League, he batted .429. The same is true of John Henry (Honus) Wagner, who broke in with a batting average of .348 with Paterson in the Atlantic League.

But Cobb had no such natural gifts. When he began baseball there were others more powerful and as fast. There were others with better natural qualities at bat. There were others with as much nerve and at least almost as keen a brain. Cobb, in his first season with Augusta in the South Atlantic League, batted .237, far below average worth. During his first season with Detroit, a year later, he batted .240, still in the rut. But Cobb carried an ingredient, for which we have no set name, beyond any other man that ever handled a baseball. This was tenacity of purpose plus a capacity for infinite patience. Without this he would have been a good ball player, but not the star he is today.

Here are a few samples of what we mean. When Cobb fell into a batting slump, in place of sulking or worrying or quitting as so many do, he worked all the harder. For hours in the early forenoon or late afternoon, when supposed to be off duty, he would have some kid pitch to him, while he worked to correct faults in his swing, train his eye, and develop ability to hit that ball. It was not a question of a little extra practice here and there, but of long, hard work minus the thrill of contest or the hope of applause.

When Cobb saw that his base running was at fault he was not content to take his practice with the rest of the club and call it a day's work. He devised a sliding pit of his own, and for hours at a time stuck doggedly at his work with the skin ripped from shin and thigh, until after a long, weary siege he had perfected the art of "hitting the dirt."

It was Cobb's ambition to reach the top, and he refused point-blank to surrender to any obstacle in the way, though at the time it seemed insurmountable. He made himself a great batter and a great base runner—he developed his speed and skill—not so much through a wonderful brain and a fine nerve, which he has and which others have, but through tenacity plus patience.

Christy Mathewson would have been a great pitcher in any event, for he had brain and nerve—and the arm. But there are others with brain and nerve and the arm who will always be well below the Mathewsonian standard. What helped put Mathewson on top? Beyond any other factor his abnormal control. How did this come to him? Day after day and month after month the Giant star worked at cutting the corners of the plate, at pitching over a glove, and during off hours at pitching at a knot hole or a small target which he had drawn upon the fence. He was not content to go halfway. He stuck at the job until he could pitch that ball into a tin cup and until he *knew* he could pitch that ball into a cup. He had tenacity plus patience. He earned his right to hold the top by hard work, not because nature had made him a present of it.

We have known any number of pitchers who had brains and speed and courage. But they lacked that determination to continue a long run of dreary plugging. They lacked the patience needed to master their profession.

In all football history there has never been as fine a drop-kicker as Charles Edward Brickley, the Harvard premier. What gave Brickley this exceptional skill? Brain, power or courage? The answer goes beyond all three. Brickley wanted to be a great football player, and he desired especially to excel at drop-kicking. Many others have had the same desire—and the same opportunities. But Brickley wasn't content to wait and let this knack come to him. He went out to meet it. At every opportunity, even when a young boy, he practiced the art of drop-kicking. When others were out engaged in competition that meant pleasure and excitement, Brickley was off by himself aiming drop-kicks at a small barn door, at a certain plank in the wall, or at some other target that might help to develop certain accuracy. It was not a matter with him of working hard for a week or for a month, but of working out through years. Even after he had entered Harvard and had proved his ability, when he went west to work through a summer, he carried his football with him, and after working hours continued to

drop-kick until the summer twilight shut off his target. So in 1913, his last active year, it fell to Harvard's lot to score eighteen points against Princeton and Yale. And it was Brickley who scored all eighteen with his unerring toe, not so much as the thousands thought because he had been born with some wonderful drop-kicking genius, but because he had had the tenacity and the patience to stick to the drudgery of practice until he had perfected his skill beyond that of any rival in the game.

In Harvard's 1913 battle against Princeton, so rugged was Princeton's resistance that Harvard's rush was stopped. The game was fought in a driving rainstorm with water on the field almost ankle deep. Yet so great was Brickley's control over the ball from his years of practice that he was able to produce a goal even under such conditions.

Work of the Hardest Sort

We were talking a short while ago with Harry Beecher, the old Yale quarter back and captain. Beecher was one of the most remarkable passers in the game, for while forward passing was not allowed in his day, lateral passing was a distinct feature. We asked him how this accuracy was achieved. "By work," he replied, "and work of the hardest sort. I used to practice this passing for hours on the field, and then after practice keep it up in the gymnasium until I could hit a half back or end traveling at top speed exactly where he wanted the ball. But to get this knack I had to work many an hour when I would have given anything to rest if it hadn't been for the feeling that I wanted to perfect that pass."

The average man would have been content with half the work that Beecher forced upon himself, and the average man would have been forced to content himself with half the skill and accuracy the Yale captain acquired. That, to our elemental mind, is one of the faults of present-day Yale football as compared to the past. There are too many diversions, and the present Yale squad in bulk hasn't had the same tenacity and patience to keep doggedly or bulldoggedly at work in acquiring the nonspectacular features of elementary play.

A few years ago Tacks Hardwick was not only no part of a star athlete, but with little promise of development. Hardwick reached the top in 1914 as the greatest all-round football player of the year, but he reached the top by the hardest work and the most constant plugging that any contender in the game gave to his play. Hardwick simply kept at it until the Law of Repetition made right play a habit. He had the tenacity and the patience—so he arrived from the rut to the top.

There are thousands of golfers today whose game has been at a standstill for years. They have come to a certain point and there have stopped. If you suggest practice to them the answer is invariably this: "Oh, yes, I know all that is a good thing for improving the game. But I haven't the patience to get out there and practice. I want to play when I come this far." Which is well enough. But they shouldn't complain if they fail to improve. Between them Walter J. Travis and Jerome D. Travers have won seven American amateur golf championships in the last fourteen years. By what system? Simple enough. By having gone through more drudgery than any other four men in the game. Travis at one time spent hours each day in a bunker, perfecting the art of recovery. He would vary this by hard practice with every other club, practice lasting hours at a time for years at a time. When Travers began golf he admits that his great desire was to play a match against some opponent. But he forced himself to spend the greater part of each forenoon on the putting green until he was deadly with this important weapon of play.

It was not a matter of working with putter, iron and driver once or twice a week, but of standing a long, hard siege that would have wrecked the tenacity and exhausted the patience of an average player.

"That," says some gentle reader, "is all very well enough. But in addition to certain physical requirements, a man must have exceptional brain and courage

to be a champion. All the tenacity and patience in the world without this would be of little help."

Which brings up the most important point—and the one most overlooked—in dissecting the soul of a champion. Control of brain, nerve and many essential physical qualities is not so much a gift of nature or fate as it is a matter of knowledge on the player's part that he has developed skill at a certain game by the hardest sort of work. In other words, efficiency promotes courage and mentality—and efficiency, on the average, is built not born. If a man, through hard work and long practice, develops skill at a certain sport, he is almost sure to display nerve, courage and brain in playing that sport. Knowing what he can do, his brain and his nerve are not twisted out of gear through lack of confidence in his ability to make good.

Some years ago Jack Munroe, a poor boxer, fought Jim Jeffries and quit cold. He quit because he had no foundation of boxing ability to depend upon.

But at professional football, a rougher sport than boxing, Munroe was both game and aggressive, because he had mastered skill and ability at the latter game.

We have seen Christy Mathewson, in game after game, through year after year, meet the most crucial situations at baseball without a break or a quiver. Matty told us one day that he could not remember having been nervous in any ball game in which he was engaged. Why? Because he had mastered the art of pitching to such an extent, through hard work and infinite patience, that he had abiding confidence in his ability to meet the situation or at least do his part.

The Price of Success

But in golf we have seen Mathewson miss short putts through nervousness because he had not mastered the art of putting and was uncertain as to his ability in the matter of handling a putter. Given the time and the opportunity, Mathewson would make a fine golfer, because he has shown that he has the capacity for hard work and infinite patience, which, we insist, are the most important factors in developing sporting success. Ty Cobb is a daring base runner. Why? Because, through the drudgery of development, Cobb has mastered the art of sliding and quick starting, and has greatly increased his speed. He knows that he has turned, through this system, all base-running advantages his way. He paid his price in the beginning by working five hours a day when the others were only working two hours a day, and now he is collecting his purchase and receiving his reward.

Charley Brickley, facing the Yale line and charging backs, was cool, confident, and alert. Why? Because he was steadied and braced in the knowledge that he could kick a field goal from that distance with his eyes shut. The element of chance had been practically eliminated. He had worked so hard and so long at developing this ability that it had become second nature. He proved this before the game by nonchalantly trotting out and drop-kicking twenty-five goals in succession from the thirty-yard line without a miss.

No one ever accused George Edward Waddell, the game's most famous Rube, with being a member of the Aristotle School of Thought or the Spartan College of Courage. But Rube, out in the box with a baseball in his great left hand, was a brave, smart pitcher, in perfect control of both nerve and brain. And simply because Waddell, with that ball in his hand, was at home on the job through long seasons of pitching.

Drudgery That Wins

Here and there, of course, we find exceptions—entries who have been endowed by nature with superqualities of brain, nerve and power, or speed. These, at rare intervals, reach the top without doing their full share of hard work. They may even lack the vital qualities of tenacity and patience. But their play, while at times even more brilliant, is never as consistent, never as sure, as the play of those who have carved their destinies from the granite quarry of infinite toil and thought and patience. For when the genius breaks, slips, or loses form he is at sea with no

lifeboat to fall back on. Not having had to fight his way through, not having had to overcome failure, there is a lack of sufficient iron in his soul to cover up and protect a rout. We have seen too many of these so-called brilliants rise like the rocket—and sink from sight as swiftly.

But those with the patience and determination to fight their way up through physical disabilities, through slumps and failures and drudgery, have a harbor at hand when the gales of trouble begin to blow. They have been against the breakers before and know the way over or around. They have fought their way or worked their way out of trouble too often greatly to mind a fresh attack.

So, in dissecting the soul of a champion, of a Cobb, a Mathewson, a Brickley, a Travers, a Travis, a McLoughlin, or a Williams—you will find the predominant feature is tenacity plus patience, which equals the capacity for hard work.

There are a few who have succeeded without it. But there are thousands who have had other qualities—speed, power, brain and courage—but who, lacking this combination, have either failed to reach the top or, having reached it, were quickly overthrown.

We are not writing here of fluke conquests or accidents or lucky breaks that have brought their share of fame, but rather of the height that was first earned and then maintained and held against the assaults of the field at large.

In looking back over the field and summing up the method employed by those who reached the top, it is easy enough to see that there is no rose-strewn byway to the front rank, save in exceptional cases. A certain normal amount of brain and courage and physical strength is, of course, required. But any entry with the capacity for hard work will be surprised to find, when he has gone patiently into the slavery of hard practice, how greatly his brain and courage develop as he gains in efficiency. Not every man with tenacity and patience can reach the top. But a fair share can get there, and the rest can at least make the champions hustle to win, which is the next best fun.

The Traffic Department Invites All Employes—

By W. R. Askew
Division Freight Agent, Baltimore, Md.

THERE appeared in the September issue of our MAGAZINE an editorial on "Cooperation," and in the same issue this subject was discussed at some length by our third vice-president in his opening address at the meeting of operating officials at Deer Park, June 24 and 25 of this year.

I do not believe there is any subject that could be of more importance to employes of a transportation company. There are over 60,000 employes of the Baltimore and Ohio of whom about 750 are employed in the freight traffic department and a large number of these devote their entire time to the solicitation of freight traffic. Did you ever stop to think of what service the other 59,250 and more could be to the traffic man by cooperating with him in his endeavors to secure freight? There are a number of ways in which they could render valuable assistance. For instance, the manifest clerk can help by seeing that shipments are forwarded via proper routes and at correct rates, thus preventing claims for overcharge, delay at junction points in delivery to connecting lines or in delay of shipment at destination. A delayed shipment has lost us

many a carload of freight, whereas the exercise of a little care has gained for us many friends. The prompt handling by agents of inquiries pertaining to the tracing of freight will also be of great assistance to the traffic man, in that it will enable him to reply promptly to inquiries from shippers or consignees and prevent criticism of our service and possible loss of future business.

All of our employes can assist by making inquiry of the proprietor or the clerk of the store at which they make purchases as to what railroad is used in handling his freight. If they find that a competing line is being used they can ask that we be given a trial. If the shipper says that we cannot give as good service as the other fellow or that our rates are higher it is well to get all the information possible and report it to the division, commercial or traveling freight agent, who will be glad to investigate and endeavor to apply the necessary remedy.

Several months ago I had the pleasure of lunching with our president and a number of other officials, and among the several subjects discussed was "What can we do towards increasing our traffic at Baltimore?" It was suggested that good results could possibly be secured by making soliciting agents of all employes in Baltimore, and it was decided to call the attention of everybody to some facts concerning the relationship of Baltimore and the Baltimore and Ohio Railroad. The result was that the pamphlet, which is reproduced on this page, was issued for the purpose of distribution by all employes in Baltimore.

Mr Shipper:

¶ The city in which a great railroad has its headquarters, receives the greatest share of the money spent by that railroad. Baltimore, through the Baltimore and Ohio, enjoys this distinction.

¶ You who are interested in the welfare of Baltimore, know that what is good for Baltimore is good for you.

¶ Do you know that the Baltimore and Ohio Railroad, with its headquarters in Baltimore, is the largest employer in the city, paying wages amounting to many millions of dollars each year, nearly all of which is spent in Baltimore?

¶ The Baltimore and Ohio, operating one hundred thousand freight cars, advertises Baltimore in every state in the Union, the Dominion of Canada and the Republic of Mexico.

¶ There is not a town or hamlet in the United States that boasts of a railroad that has not read the name "Baltimore" on one of these cars at some time.

¶ Your attention is directed to the very interesting data on the following page which shows the extent to which the Baltimore and Ohio Railroad contributes towards the support of Baltimore merchants.

¶ The Baltimore and Ohio asks that you give this careful consideration and indicate your concurrence therein by favoring it with your business.

¶ Information as to rates, schedules, etc., will be cheerfully furnished on application, by the General Freight Office, Commercial Freight Office or Freight Solicitors.

W. R. ASKEW
Division Freight Ag't

J. L. HAYES
Commercial Freight Ag't

BALTIMORE AND OHIO
IN
BALTIMORE

Total Investment	$30,000,000
Total Mileage in Baltimore	180
Pay roll, monthly	$ 575 000
Pay roll, yearly	$ 6,900,000
Total number of employes in Baltimore	8,500
Using factors adopted by U. S. Census Bureau, employes at 4.54 persons to family would indicate population in Baltimore depending on Baltimore and Ohio employes of	38,590
Following same authority their expenditures annually for certain principal items would be as follows:	
Flour, meal, etc	$ 172,380
Potatoes and other green vegetables	$ 376,584
Meats and sausage	$ 803,998
Milk, cheese and eggs	$ 470,288
Boots and shoes	$ 277,848
Men's clothing	$ 583,667
Ladies' apparel	$ 825,463
Purchases in Baltimore annually:	
Lumber and ties	$ 141,118
Stationery and printing	$ 545,722
Miscellaneous	$ 1,289,283
Total	$ 1,976,123
Total amount spent annually in Baltimore	$ 8,876,123

A wide distribution of this pamphlet was also made by our Baltimore freight solicitors and very favorable comment was made of it by the public.

I appreciate that the facts presented in this pamphlet cannot be advanced as applying to all other points on the System, but I do not believe it amiss to take this opportunity to again call it to the attention of all of our Baltimore employes.

In traveling through my territory—Martinsburg and east thereof to Philadelphia, including the Valley of Virginia—I have always found that the agent and his force are ready and willing to cooperate with the traffic department and have no doubt that other division officers have had the same experience, but I regret to say that the duties of the station agent are often so great that it is impossible for him to give much attention to the solicitation of freight. However, it is hoped that with what assistance he can give, together with that of all other employes, we can increase our tonnage to an extent which will justify the management in increasing the station forces, thereby enabling the agent to give more attention to solicitation.

The traffic department desires and will welcome the assistance of every employe on the System, and I believe all will agree that such assistance will be of great help to the traffic department and to the Company as a whole.

I sincerely trust that this article will not be taken as a criticism, for it is not intended as such; it is written simply to call to the attention of all the desire of the traffic department to closely cooperate with every employe on the System.

Hints for Preventing Claims

By Oscar Wacker

"An Ounce of Prevention is Worth a Pound of Cure"

EVERY claim against a railroad is a dead loss. "Prevent Claims" should be one of the new slogans of the Baltimore and Ohio Railroad. Let's start out by enumerating only a few causes which would prevent claims at the start.

The Empty Car

Improper and careless inspection by the inspectors should be avoided. More care should be exercised in the inspection of cars for the loading which is intended for the car, such as grain, merchandise, pianos, flour, lumber, rough freight, etc., loading, all of which are designated by various colored cards now used by inspectors in each yard and shop. This would materially reduce claims caused by leaky roofs, side doors, bad sheathing, etc. The body of the car requires exactly the same rigid inspection in order to carry safely the commodity shipped therein, as the running gear and safety appliances (governed by the rules of the Interstate Commerce Commission), require in order that train may move safely. Inspectors should not be afraid to climb into an empty car and look at the inside condition, instead of, as unfortunately sometimes is the case, of just taking it for granted that the car is all right because it is newly painted and stenciled.

Paint and Putty Cover a Multitude of Sins

Large cars which, owing to their dimensions, cannot travel through certain tunnels, under certain bridges, and for other various reasons, too, should not be used when smaller cars would answer the purpose. All cars which have to be transferred invite claims. The more

handled, the more is the depreciation of the commodity handled, to say nothing of the cost of transferring. Remember that "a penny saved is a penny earned."

The strict adherence of yardmasters, switchmen and yard clerks to orders as to the classification of cars required by the respective order, will also help reduce claims. "A car is a car" idea is a dead issue in this progressive era of railroading. A suitable car for a specific order is the *proper* car to be applied, regardless of the extra switching which may be necessary to secure the *right car* for the *right purpose*. The return of cars not suitable to load, costing extra return switching, in itself is expensive. It is far cheaper to switch cars at their original points to fill an order correctly, than to take them promiscuously and have them returned at a much greater expense. The old saying "saving at the spigot and letting it run out at the bung hole" is here very applicable.

Prompt forwarding of empty cars for loading and delivery often has cancelled a "near claim" and is the best solicitor for future and continued business with the shipper.

Service Counts Nowadays

The new way is for shippers to judge railroads through their service. Therefore, be alert as to *service*. Careful handling of shippers' requests will get the business and at the same time keep down claims. All large shippers today despise filing claims of any kind. It takes up too much of their time. It is troublesome and annoying to them. They will now ship only via the route offering the least resistance in getting the shipments promptly and in good condition to destination, with the least delay, friction, or trouble to their customers and themselves. It, therefore, behooves each and everyone of us, above all things, to keep these few little suggestions uppermost in our daily routine and actions.

Ex-Conductor Alfred Hughes of the Philadelphia Division

By Brakeman A. N. Genn

ON SEPTEMBER 1, 1915, conductor Alfred Hughes retired on pension after having completed over fifty-one years of continuous train service.

Mr. Hughes was born in 1847, the son of Alexander Hughes, a stern old schoolmaster. In 1863, at the age of sixteen, he entered the service of the P. B. & W. R. R. Co. and three years later was promoted to conductor. In 1866 he ran the first train from Perryville, Md., to Port Deposit, Md.

He remained with the P. B. & W. until 1872, when he went with the Wilmington & Western (now the Landenberg Branch of the Baltimore and Ohio). He not only helped build this railroad but also conducted the first train which ran over it, collecting the first fare of forty cents, for the trip from Woodale to Wilmington. The fare now is nineteen cents

Conductor Hughes remained with the Wilmington & Western until it was bought by the Baltimore and Ohio Railroad. During his long railroad career he crossed Red Clay Creek over 526 000 times as conductor of his train, and was so well known and liked by the traveling public on "The Branch" trains that before starting on their journeys the passengers used often to inquire "is this Mr. Hughes' train?"

Until within the last year Conductor

Hughes was hearty and healthy and looked good for many more years of useful service on the rail, but of late began to feel like getting out of active harness.



ALFRED HUGHES

He was well liked and is affectionately remembered by all employes of his division. Everyone who knows him calls him "friend." Could he be paid a greater tribute of affection and honor?

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T. A. Wilson Leaves Service

THOMAS A. WILSON resigned from the advertising department of the Baltimore and Ohio Railroad on November 1, to become identified with the Mahin Advertising Company of Chicago.

Mr Wilson was connected with the Company for several years and made a specialty of transportation advertising in its various forms. While gaining experience which will be of great value in his new work, he formed a wide circle of friends in railroad and advertising circles throughout the country as well as in Baltimore. He was a member of the board of governors of the Baltimore Advertising Club and was active in the affairs of that organization. Mr. Wilson had personal charge of arrangements for taking the Baltimore delegation to the convention in Chicago, last June.

In his new work, he will handle transportation advertising for the Chicago agency.

Mr. Wilson is a native of Harford County, Maryland, where he was born thirty-two years ago. He entered the service of the Baltimore and Ohio in a clerical capacity, later being transferred to the advertising department. Mr. Wilson's position has been filled by Thomas H. Beaumont.

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Telephone Dispatching on the Ohio Division

TELEPHONE dispatching was adopted on the Ohio division of the Southwestern during the first week in October on the main line between Cincinnati and Parkersburg.

With the completion of the work there will be about 1,000 miles of the Company's lines over which trains are dispatched by telephone. The telephone system is in use in the southwestern district on the lines from Cincinnati to Seymour, Ind., and from Seymour to Louisville.

On the eastern lines the telephone is used from Cumberland to Brunswick, Johnstown to Rockwood, Connellsville to Fairmont, Fairmont to Clarksburg, Grafton to Parkersburg and Wheeling, Wheeling to Pittsburgh and Newark and also on the Staten Island Railway. Even where trains are operated under the manual or other block system the telephone is used to expedite movements and afford additional safety.

The Baltimore and Ohio was the first railroad to recognize the advantage of the telephone as an additional factor of safety in train dispatching and, following its incorporation in the book of rules governing train handling, investigations were made by railroad officials of Russia, France and other foreign countries.

Self-Education

From Railway Age Gazette

IT is a common complaint among all ranks of maintenance of way employes that few opportunities are presented for promotion to positions of more responsibility and correspondingly greater rewards. At the same time the executive officers of railways lament their inability to secure men properly prepared to fill vacancies in this department as they occur. If these two apparently contradictory conclusions are correct, and it must be admitted that there is merit in each, it is pertinent to inquire what measures are being taken to bring the men and the positions together.

All branches of maintenance of way work are changing rapidly and the standard methods and materials of only a few years ago are fast becoming obsolete. The introduction of special materials, such as heat treated bolts, and of devices such as rail anchors, the use of treated ties and the adoption of motor cars, illustrate recent developments in track work. The widespread use of concrete and measures for its proper preparation, the use of fuel oil engines in pumping stations and the construction of more scientifically designed track scales are of similar importance in other branches of this department. To serve his company best, as well as himself, a man must keep abreast of these developments and do his share in perfecting them. This requires that he must use all the available means for educating himself to greater efficiency.

A few years ago opportunities for education along the line of a man's work, but outside of his regular daily activities, were very limited. Fortunately this condition is rapidly disappearing and information is available today for men of all ranks. For the man who desires that his line of study be directed for him, courses of instruction have been prepared which will give him, step by step, a broad working knowledge of his duties. These courses are available for officers and employes in practically all ranks of the maintenance of way department. Realizing the merits of such courses, several railroads are now placing them at the disposal of their men in the lower grades without expense to them.

For the man who prefers to select his own literature, the number of books on railway subjects is increasing constantly, while the railway journals present information concerning recent railway developments from week to week, and from month to month.

The universal demand for trained men and the means for self-education so generally accessible, should afford sufficient incentive for the wideawake men to so prepare themselves. It is significant that some of the most prominent men in the railway field today are those who were denied the privileges of a college education and who have advanced to their present high positions by dint of hard study, and it is interesting to note that, having attained success, they retain their same studious habits. The same opportunities are presented, to a degree at least, in all ranks, even to the most humble. Within the past year one general manager went to the man in charge of educational work on his road for a list of track laborers whose educational work indicated they were fitted for foremen, and out of a list of eighty men so selected he secured practically his entire quota of section foremen for the year. There has never been a time in the history of our railways when trained men were in so much demand in all ranks as today. The man who properly equips himself for the work of the position he now holds and continually endeavors to fit himself for the position just above it will almost certainly secure recognition and advancement. What is true in this regard today will be true to an increasing extent from year to year.

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Easy To Be a Back Number

CHARLES W. TOMLINSON, our general eastern freight agent, recently sent us the following article, "Easy to be a back number," which appeared originally in the Columbus (Ohio) *Dispatch:*

"One of the easiest things, these swift moving days, is to become a back number. A lawyer may school himself thoroughly in the knowl-

edge of his profession, but if he is to win, he must continue his study; there will be something for him to learn every day, and then he will wish for longer days in which to learn more. So with a physician, especially with a specialist. Every day is sure to add something to his particular science, and he must know it, if he is to lead. What is true of these two professions of law and medicine is true of every profession and skilled employment. The knowledge, which is all the time accumulating, one must have as certainly as the carpenter must have his tools.

"That is why it is so easy to become a back number. Keeping abreast of the knowledge peculiar to one's occupation is hard work and constant work, but the reward is abundant for the man who thus exerts himself. Years may come to silver his hair, but he is still the master of his task, and he will not be distanced by the newcomers in his field of endeavor. Moreover, his keen interest will keep him young, his continued success will conserve his health, and he will serve better and live longer. Don't by any sort of a letdown run the risk of becoming a back number."

Commenting on this Mr. Tomlinson said:

"I have held these views for many years and appreciate the application in my own case. And there are undoubtedly many other of your readers who understand the application full well.

"Drawing upon my experience in the mechanical department, I remember that it is sometimes necessary to "bank a fire" to hold it, but I have never believed that the condition arises when it becomes necessary for a man to bank his fires, except for causes beyond his control. On the other hand, I feel that by proper effort and exertion on his own part, a man need never become a back number—he can keep on going until he has to 'pull the fire' entirely.

"It may be necessary for him to reduce his tonnage. But with a lighter tonnage in accord with his capacity, he should never permit himself to get into the condition of a back number. The effort to keep on going itself and to keep from being a back number by doing the necessary daily stint, extends a man's ability beyond what it would be, were he to bank his fires and give up."

J. F. Keegan, Superintendent of the Chicago Division, Receives Gold Watch

IN recognition of the marked interest displayed in improving the physical condition of the property, especially the Philadelphia-Chicago Line, the Third Vice-President offered through the General Manager, a watch, suitably inscribed, to be given to the superintendent of the division showing the most marked improvement.

In view of the general progress that was made it was extremely difficult to decide the matter, but taking into consideration everything in connection with the improvement generally, the watch was awarded to the Chicago Division with the following inscription:

> "Presented to J. F. Keegan, Superintendent, by A. W. Thompson, Third Vice-President, in recognition of the improved conditions on the Chicago Division, Baltimore and Ohio Railroad, in the year 1915."

The Superintendent and employes of the Chicago Division are to be commended for their efforts and have reason to be proud of this testimonial.

The efforts and accomplishments of the other divisions is also gratifying to the management.



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Our New Responsibilities

THANKSGIVING is the oldest of our national holidays. In fact, it is more than a national holiday, for it dates back to 1621 before we were a nation, when the Plymouth Pilgrims devoted a day to worship in thanks to God for their first harvest. George Washington again proclaimed a day for Thanksgiving in 1789 and Lincoln reconsecrated the custom by setting aside the last Thursday in November as the date for this glad feast. Since that time it has been generally observed.

Truly then, as a holiday, it is the peculiar expression of us as a people. It is almost as old as we are and it will always be associated with the three great epochs in our history, the landing of the Pilgrims, the War of American Independence, and the Civil War. God grant that we may never lose sight of the ideals which these great movements achieved, the ideals of religious liberty, political liberty and the freedom and equality of all men before the law.

This year, however, Thanksgiving is especially significant. Not alone because we have had the greatest crops in our history and are unusually prosperous, not alone because we are practically the only great nation not drawn into the awful war, but also because out of these very causes for our thanksgiving there come momentous responsibilities.

We are rich, and out of our riches we must help the millions of helplessly starving and homeless in the strife-stricken lands. Though we are thousands of miles from the scene of the world conflict, we have drawn so heavily upon the warring nations for our own citizenship that we have among us a smouldering fire of treason that at times seems ready to burst into a consuming conflagration; we must stamp out this dangerous fire. We are accused by one alliance of being partisans of the other, and by the other alliance of being too cowardly to fight. The sympathies of a majority of us probably weigh in favor of one of the warring sides, yet as a neutral nation we must maintain our neutrality. We are wounded by one nation and heckled by another; we must uphold our honor, yet in the name of humanity we must strive to do it without being embroiled in the conflict. We are goaded on the one hand by the accusation that we have lost our national ideals; we are rebuked on the other as worshippers of the god of gold. Many of our intelligent and patriotic leaders plead with us that we remain as we are—practically a defenseless nation—a far larger number urge us to make haste to arm against attack.

In a sea of such conflicting cross-currents, no matter how good our ship, our pilot, and our faith, it is hard to steer a straight and safe course.

Our blessings this year, therefore, are attended by the gravest responsibilities. The destiny of civilization seems to have been placed in our hands. The experience of the last year has shown us how close we are continually to the brink of the terrible war, in which all Europe is engaged. And the pressing question stares us in the face "Can we hold to our ideals and yet keep out of the fight?" The question is put to us individually. Each of us must think as he has never thought before, for the judgment of the nation is but the judgment of its people. If we, through carelessness or greed or ambition or callousness or inhumanity judge wrongly of our duties in this crisis, what of our country that we love so well, and what of the civilization which is committed to our care.

Think, Americans, and think clearly. Your country needs your best judgment in this great world crisis.



From Puck.

Allegiance Unqualified

An Oath That Should be Administered on the Threshold of America

Little Talks on Little Leaks

By A. N. Martin

THE upkeep of offices, stations, shops, towers, etc., for the proper care of patrons and the housing of the thousands of employes on the Baltimore & Ohio System, requires the purchase and use of a vast number of items. A few of these are:

Brooms of various kinds	Furniture polish	Machinery and repair parts
Boilers and repair parts	Flags	Oils
Carpets	Fuel	Paint
Combs	Hair Brushes	Plumbing repair parts
Chairs	Hardware	Platform sweepers
Counter brushes	Hauling	Radiators
Carpet sweepers	Ice	Soap
Chamois skins	Keys	Soap powders
Clocks	Linoleum	Signs
Cuspidors	Laundry	Tools of various kinds
Dust pans	Lumber	Toilet room fixtures
Drinking glasses	Lamps and lanterns	Toilet room supplies
Door checks	Lights	Towels
Electrical material	Matches	Window shades
Elevators and repair parts	Metal polish	Waste
Furniture of various kinds	Mops	Stationery

Now after reading this list, just consider the enormous possibilities for leaks! Certain materials are set aside for future use but are covered over through lack of proper disposition so that when wanted they cannot be found and new material must be ordered. Other material is left somewhere for a short time and is forgotten. Tools are mislaid; walls are soiled through thoughtlessness; plumbing fixtures are considered proper subjects for abuse; keys are lost and locks are therefore forced and destroyed. An office window is opened, the draft blows curtain outside and it is allowed to remain flapping to and fro so that material is soiled or badly torn. A chair lacks a castor! Is it used that way or is it put aside and a new castor arranged for? If it is used without a castor the floor covering is damaged and the chair needlessly injured. It is noticed on entering office or station that the door shut with a bang! Was the proper person notified of this? If not, the glass might be broken, some one might be injured by the too rapid closing of the door or the check wrenched off. Wasn't it possible to prop open the door until repairs had been made? Towels are used for purposes other than intended and thus made unfit for further service. And so we could enumerate throughout the entire list some little leak which each employe, earnestly endeavoring to do his duty, can assist in reducing to an amazing extent.

Possibly you have never thought of what these items mean in the way of cost. During the year 1914, when as we all know, purchases were reduced by strenuous efforts, the Company expended enough money on these and others of similar nature, to have operated 387 freight trains of fifty cars each, fifty tons to the car, a distance of fifteen miles; to have paid for 1,548 average homes such as are occupied by the thrifty railroader; to have built 8,601 modern steel gondolas, or 225 locomotives of the Pacific type. Let's think of these things the next time we are inclined to cast away or misuse some item which might cause needless waste. The thought that we have put a plug in a little leak will surely repay us.

How the Red Cross Christmas Seals Help Stamp Out Tuberculosis

Maryland Association Making State Wide Fight Against Disease

RED CROSS Christmas Seals were first put on sale in 1907, in the single State of Delaware. The movement has since spread over the entire country and as a result, hundreds of associations have been formed which are fighting tuberculosis in practically all the states and territories. The facts about tuberculosis have been published widely; helpful laws have been passed; hospitals, dispensaries and open air schools have been established; suffering has been relieved and lives have been saved.

The educational influence of the Christmas Seals Campaign has been as much responsible for this as the money derived. Every effort of the thousands of volunteer workers to call attention to the seals—even where no actual sale has been made—every display of the seals and all advertising matter, every newspaper notice, every sermon in churches and health-talk in schools brought about by the seals, has counted in educating the community to guard against tuberculosis.

The earnest worker in the Seals Campaign has double cause for satisfaction. There is now an established demand for seals; and *the worker who follows the right methods will both sell and teach.* Out of the experience of Red Cross Seal workers all over the country, certain methods have been evolved and standardized which are effective both educationally and financially.

The Maryland Association for Prevention and Relief of Tuberculosis is State Agent for Maryland for the Red Cross Christmas Seals by appointment from the American Red Cross and the National Tuberculosis Association, the Executive Secretary of the Maryland Association, Robert C. Powell, acting as State Sales Manager. Last season over 713,000 seals were sold in the state by eleven county agents and their sub-agents, by over 200 agents in Baltimore City and by some thirty individuals in counties where there were no regularly appointed county agents. The 1914 sale was forty-six per cent. greater than in 1913, and eighteen per cent. in excess of the next highest sale recorded in 1911. The Maryland Association aims to sell at least 1,000,000 seals in the state this season, less than one seal per capita. In 1914, Maryland, with a per capita sale of .550, stood second in Class B of the National Competition, which class comprised seventeen states with populations ranging from 1,250,000 to 2,400,000.

The plan on which the Christmas Seals are sold means that the proceeds from the sale in communities where the sale is organized is retained by those communities and expended in the advancement of the fight against tuberculosis in accordance with definitely stated rules laid down by the American Red Cross and the National Tuberculosis Association in cooperation with the various State Tuberculosis Associations.

The Maryland Tuberculosis Association has had the past year, and is now engaged in, a wide and varied program of anti-tuberculosis activity. The end of the summer of 1914, it ran a state-wide anti-spitting campaign for a week with the cooperation of the Boy Scouts of Maryland, when through an original and effective system of distribution, nearly 45,000 special folders were placed in the hands of careless and promiscuous spitters at the psychological moment, with some excellent results. In the fall of 1914, it furnished every minister in the state with an outline for a sermon on tuberculosis for observing Tuberculosis Day and through the Board of School Commissioners had a fifteen minute practical talk on tuberculosis given to every class in the public schools of Baltimore. Within the past year it has completed surveys of a typical negro section of Baltimore, which it is hoped will lead to something being done in the not far distant future to better the negro housing conditions. In January, the Association, with its Anne Arundel County Branch, held the First State Conference on Tuberculosis at Annapolis, when the basis of the Association's legislative program for the coming General Assembly was adopted; this calls for a system of small county hospitals throughout the state for the advanced cases, some provision for the negro tuberculous and necessary legislation to segregate the wilfully careless case when a menace to public health. As a result, also, of this conference, Governor Goldsborough, on May 5, 1915, appointed a State-Wide Tuberculosis Committee, of which Dr. John S. Fulton, secretary of the State Board of Health, is chairman, and R. C. Powell, of the Maryland Association, is secretary. This State-Wide Committee has representation from Baltimore City and each of the twenty-three counties. A sub-committee of this group is investigating conditions and its report will have considerable bearing on the tuberculosis legislation offered

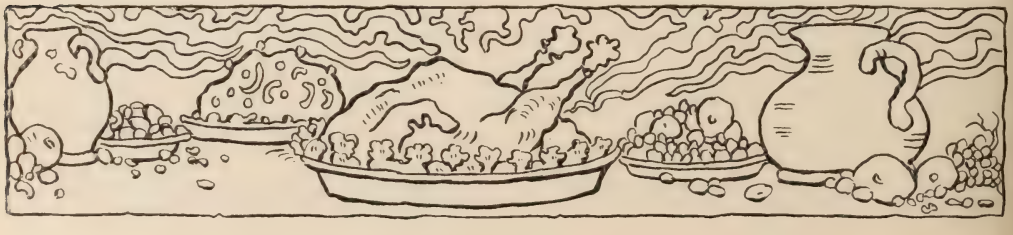
in January to the General Assembly. The Maryland Association has prepared an exhibit of five panels and a central device on the subject of tuberculosis among the negroes, which was first shown at the National Conference of Charities and Correction in Baltimore last May; since that time this exhibit has been on view at the City Club and at McCoy Hall of Johns Hopkins University in July, and in the counties at the Ministers' Conference, College Park, and at Annapolis in August, and at the Talbott County Fair at Easton in October. The Association has also published a forty page pamphlet, "The Negro Tuberculosis Problem in Maryland," and a general educational folder, "What You Should Know," dealing briefly with the causes, dangers, treatment and prevention of tuberculosis and giving a directory of all the hospitals and sanatoria in the state which have accommodations wholly or in part for the tuberculous, with number of beds, necessary qualifications for entrance, and method of application for admittance; the pamphlet also lists the tuberculosis dispensaries with hours for treatment, open-air schools, and the home nursing service available for the tuberculous. Last summer the Association helped to promote the state-wide showing of the new tuberculosis motion picture film, "The White Terror," by notices in the press, supplying the picture theatres with special signs and by the distribution of several thousand heralds giving the story of the film with illustrations and a list of the theatres in Maryland showing the film with dates of presentation. This film was shown at fifteen theatres in Baltimore and at seven in the counties and carried a strong message on health to thousands of the people who need this form of stimulus most. While the motion picture was under way, arrangements were made with one newspaper in each county of the state to publish a series of five educational articles on tuberculosis for which the Maryland Association furnished plate matter.

The Association has just recently assembled all those connected with or interested in the tuberculosis dispensaries. As a result of this conference an organization is to be formed for the interchange of ideas and a standardization of methods which should not only prove beneficial to the physicians, nurses and social workers concerned, but greatly increase the value of the dispensaries to the community. The Association, in cooperation with the Federated Charities, is working for a new dispensary for the northwestern section of Baltimore, the Waverly-Hampden district, which investigation has shown is greatly needed.

The above gives some idea of what the Maryland Association has done recently and is doing, to fight the white plague in our state. This does not include several problems it now has in various degrees of solution, such as, proper boarding places for discharged sanatoria patients and those sick and awaiting entrance to an institution, its cooperation with other agencies who come in contact with other conditions of the family where the principal cause is tuberculosis, the question of medical examination of employes and house servants, the advancement of the fresh-air school idea, a course in school sanitation for public school teachers, plans for the observance of National Medical Examination Day, December 8, Children's Health Crusade Day, December 10, and Tuberculosis Sunday, December 12, etc., etc.

Life exists only when sustenance is obtainable. In the case of the fight against tuberculosis, as with all forms of educational propaganda, money and interest are the means of existence and provide the sinews of war. It is vital to every citizen that this fight against a disease that in 1914 cost the state 2679 human lives, millions of economic loss and no one knows how much suffering and unhappiness, should go on. One opportunity to help is the Red Cross Christmas Seal. Buy your share early! And then buy a share for some one who cannot. Your Christmas will be merrier and your New Year happier and so also will be the holidays of some less fortunate than you.

To the readers of this article who are not residents of the state of Maryland, it can truthfully be said that, in their respective states, the same dangers exist from this terrible disease, and, generally speaking, the same efforts are being made to wipe it out and the same need for support in the fight is felt. The placing of a Red Cross Seal on your mail during the holiday season will do much to stimulate interest in this humane and helpful campaign—to bring succor, relief and cheer to the unfortunate tuberculous and to stamp out the disease. If you can't get Seals conveniently in your own vicinity and want to do your share in this good work, write to the Maryland Association at 1301 N. Charles Street, Baltimore, for as many as you feel like using. They cost but a penny apiece and only one of them on a letter may start some person thinking with resultant great benefit to the work.

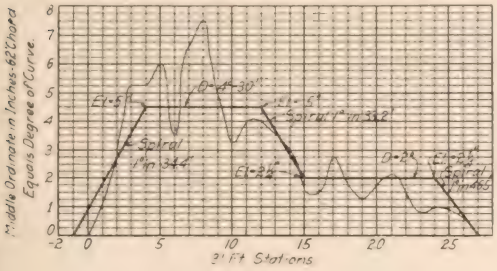


A Graphical Method of String-Lining Curves

By H. M. Church
Division Engineer, Baltimore

In Railway Age Gazette

SOME discussion has appeared heretofore in these columns regarding the advantages and results to be obtained by the use of a string for lining track, and the extensive use of various methods which have been tried where curves have not been staked and spiraled



previously by an engineering corps. The following method of string lining has been found to be specially practicable and adaptable to use on all curves, simple or compound.

One takes the usual preliminary notes with a sixty-two foot chord, noting the middle ordinate which gives the degree of the curve at each station, observing the curvature and elevation at each station, and recording this data in the usual engineer's field book. On the opposite side of the book, usually ruled like cross section paper, the ordinates of the degrees of curve at each station can be plotted quickly so that the curve will show clearly the points of maximum and minimum variation.

If all the degrees of curvature in inches as originally taken are added, the sum for each particular curve will remain constant. After reading from the diagram the proposed degree of curve for each station and again adding, the totals should equal the previous sum, and if not, adjustments can be made.

The diagram of the curve will locate quickly the points of the maximum and minimum variation and then an average line for the spiral and curve can be plotted. It has been found in plotting the "Talbot Spiral" in this manner that it becomes a straight line inclining in proportion to the rate of runoff in feet per degree of curve. A similar diagram for elevation using inches as ordinates at each station can be correspondingly figured out to fit the new curve and spiral. This will give data that will permit a track man to line the track for the spiral and curve throughout readily.

TABLE OF MEASUREMENTS

	Measurements taken on existing curve		Measurements for re-established curve	
31-ft. stations	Middle ordinates of 62-ft. chords in inches	Elevation in inches	Middle ordinates of 62-ft. chords in inches	Elevations in inches for 40 mil. per hour
1	0	0	0	0
0	0	$\frac{1}{2}$	$\frac{7}{8}$	1
2	$1\frac{1}{8}$	$\frac{3}{4}$	$1\frac{3}{4}$	2
2	$2\frac{3}{4}$	$1\frac{3}{4}$	$2\frac{3}{4}$	3
3	$3\frac{1}{4}$	$2\frac{3}{4}$	$3\frac{1}{2}$	4
4	$3\frac{1}{4}$	$2\frac{1}{2}$	$4\frac{1}{2}$	5
5	6	3	$4\frac{1}{2}$	5
6	$3\frac{1}{2}$	$3\frac{1}{4}$	$4\frac{1}{2}$	5
7	$6\frac{1}{2}$	$2\frac{1}{4}$	$4\frac{1}{2}$	5
8	$7\frac{1}{2}$	2	$4\frac{1}{2}$	5
9	5	3	$4\frac{1}{2}$	5
10	$3\frac{1}{4}$	$2\frac{3}{4}$	$4\frac{1}{2}$	5
11	4	$2\frac{1}{2}$	$4\frac{1}{2}$	5
12	4	$2\frac{1}{2}$	$4\frac{1}{2}$	5
13	$3\frac{1}{2}$	$2\frac{3}{4}$	$3\frac{5}{8}$	4
14	3	$2\frac{5}{8}$	$2\frac{7}{8}$	$3\frac{1}{8}$
15	$1\frac{1}{2}$	$2\frac{3}{4}$	2	$2\frac{1}{4}$
16	$1\frac{1}{2}$	$2\frac{3}{4}$	2	$2\frac{1}{4}$
17	$2\frac{3}{4}$	2	2	$2\frac{1}{4}$
18	$1\frac{3}{4}$	$2\frac{3}{4}$	2	$2\frac{1}{4}$
19	$1\frac{1}{4}$	$2\frac{1}{4}$	2	$2\frac{1}{4}$
20	$1\frac{3}{4}$	$2\frac{1}{8}$	2	$2\frac{1}{4}$
21	$2\frac{1}{8}$	$2\frac{1}{8}$	2	$2\frac{1}{4}$
22	$1\frac{3}{8}$	$2\frac{1}{2}$	2	$2\frac{1}{4}$
23	$\frac{3}{4}$	$2\frac{1}{4}$	2	$2\frac{1}{4}$
24	1	$2\frac{1}{4}$	2	$2\frac{1}{4}$
25	$\frac{7}{8}$	$1\frac{3}{4}$	$1\frac{3}{4}$	$1\frac{1}{4}$
26	$\frac{5}{8}$	2	$\frac{5}{8}$	$\frac{5}{8}$
27	0	$1\frac{1}{2}$	0	0
Total	$77\frac{5}{8}$		$77\frac{5}{8}$	

What Do You Know About Oil Welds?

The erecting shop supervisors in charge of frames at Mt. Clare would be glad to receive suggestions from anyone along the line of road relative to oil welds

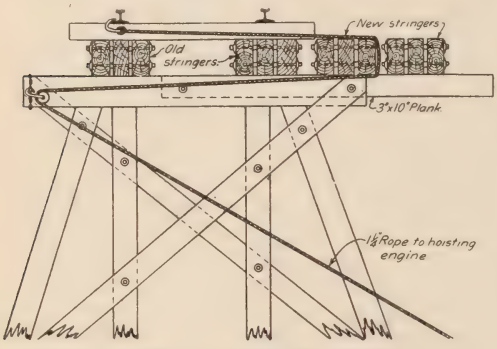
Renewing Trestle Stringers Without Delay to Traffic

By S. C. Tanner

Master Carpenter, Baltimore Division

In Railway Age Gazette

IN renewing the stringers in the trestle approach to the Baltimore & Ohio coal pier at Curtis Bay, Md., it was essential that the work be handled without delay to the trains of coal which pass over this trestle to the pier



SKETCH SHOWING METHOD OF PULLING IN NEW TRESTLE STRINGERS WITHOUT WEAKENING THE STRUCTURE

every ten or fifteen minutes, day and night. Any interference to these trains would have meant considerable delay in the yard operation and to the traffic on the road, as well as inconvenience in the loading of ocean liners.

A scaffold was built along one side of the trestle by bolting three inch by ten inch planks to the caps and the new stringers were hoisted to this scaffold by the derrick shown in the accompanying illustration. The ties were then turned with the framed side up in order to make a smooth surface over the tops of the stringers, after which the track was spiked to the ties and the ties spiked to the stringers on the side opposite the scaffold. By jacking up the track on the side adjacent to the scaffold the new stringers on the scaffold were pulled under the ties between trains. A one and one-quarter inch rope run from a hoisting engine on the ground through a snatch block at the opposite end of the cap, around the new stringers and back to the opposite rail, was used for pulling in the stringers, the old ones being pushed ahead until they touched the stringers on the opposite side. The second new set was then pulled under in the same way until they touched the first set, making a solid tier of timbers under the ties. After removing the spikes from the old stringers on the opposite side and jacking up the track on that side, the first set of old stringers was pulled out to the ends of the caps and the other set of old stringers and the first set of new ones pulled over to replace them. This allowed the second set of new ones to be pulled into the permanent location. The bolts were then removed from the first line of old stringers and the timbers dropped to the ground, after which the second set of old stringers was pulled out to the end of the cap and the first set of new stringers pulled into its permanent location. Any parts of the old stringers that were worth saving were snubbed down to the ground with a rope to prevent their being damaged.

This method insured safety, as the new stringers took some of the load from the old ones and had a tendency to make the structure stronger rather than weaker during the renewal. The ties were turned back with the framed side down, and the work completed without the necessity of even reducing the speed of any train. A stretch of 580 feet was renewed in this way at a cost less than would have been possible by any method I know of.



METHOD OF RENEWING BRIDGE STRINGERS TO AVOID INTERRUPTION TO TRAFFIC



SPECIAL MERIT ROLL

Philadelphia Division

On October 11, the division engineer wrote W. D. Phillips, signal lampman of Newark, Delaware, the following self-explanatory letter:

Dear Sir:—

I wish to thank you on behalf of superintendent and myself for the very prompt and meritorious action taken in connection with your finding of defective condition in westbound outlet switch at Newark on October 7. Acts of this kind are always appreciated and I have asked that credit mark be placed on your record.

Brakeman J. Uhrman, in passing along yard, discovered a defective condition on westbound hump track in front of the East Side yard office on October 4th, at 3.00 a. m. The matter was promptly reported to the yardmaster and Mr. Uhrman deserves commendation for his close observation and action.

Engine No. 1958, in charge of engineer G. E. Ramsey and conductor H. W. Layer, at 11.45 p. m., September 18, pulled three cars from the Nitrogenous Chemical Co.'s siding, while their plant was burning down. The yardmaster was arranging to get an engine to do this, but Ramsey and Layer, when they saw the building on fire, cut off from the work they were doing and without instructions from any one, saved the three cars from being destroyed.

A credit entry has been placed on their records covering this commendable action.

Baltimore Division

Superintendent Allen recently wrote the editor a note in regard to the following letter and in it said: "Mr. Cashour entered the

WE BELIEVE that there are many employes performing specially meritorious acts who are not recognized in this department. We would like to recognize them and publish their pictures. Will not, therefore, all employes call to the attention of their respective divisional correspondents any meritorious acts which come to their attention and use reasonable effort to see that the pictures of the men performing such acts are submitted for publication?

service as agent, March 6, 1905, and has an excellent record." The letter follows:

BALTIMORE, September 25, 1915.

C. W. CASHOUR,
Agent, Monrovia, Md.

Dear Sir:

It has been called to my attention that recently you voluntarily offered your services to the baggage department, while on your vacation, to assist in handling or investigating a condition in your neighborhood, with which you were familiar.

This refers to the rumor of auto truck service being established between New Market, Md., and Baltimore, for the purpose of handling milk shipments in competition with such service now being rendered by the Baltimore and Ohio Railroad.

The spirit in which you made this offer, which practically meant the sacrificing of the rest and pleasure you would derive from your vacation, is greatly appreciated, and I want you to know this.

Such evidences of loyalty and cooperation on the part of an employe, are rare, and I want you to feel that in doing what you have done, you have established a precedent that I hope other employes will pattern after and thereby help to keep the Baltimore and Ohio in the front ranks of the Trunk Line Systems of our "good old U. S. A."

Yours truly,
P. C. ALLEN,
Superintendent.

The following letter speaks for itself:

BALTIMORE, November 1, 1915.

J. P. Kavanagh, H. M. Church, W. T. Moore, J. C. Brown, R. F. Gaither, E. S. Carney, E. C. Shipley, W. I. Rowland, C. E. Owens, Captain Denton, supervisors Barrett and Zepp, C. A. Thompson, and Transportation Department and other employes working at Locust Point.

Gentlemen:

I wish to express my appreciation of the excellent service rendered by employes in connection with the fire at Pier No. 34, Locust Point, on the 28th ulto.

It is impossible personally to thank the large number of employes who did their duty so well, but I want them to know their services were appreciated.

Please, therefore, acquaint them with the foregoing and if you think best post this letter.

It generally takes an emergency of this kind to show of what stuff men are made and their attitude towards the Company with which they are working, and I was very much pleased, indeed, to notice the spirit and energy displayed on this occasion.

P. C. ALLEN,
Superintendent.

Monongah Division

On October 22, brakeman G. M. Smith, on train No. 34, observed a defective track at Games crossing, one-half mile east of coaling station on Short Line of Monongah Division, and promptly took necessary steps to have the conditions corrected.

Wheeling Division

L. E. Fortney, signal repairman, was commended for meritorious service performed at three o'clock in the morning of September 14, near Powell station. Mr. Fortney had been called out to correct trouble with a block machine when he discovered an unsafe condition, which he immediately reported and protected until help arrived. Mr. Fortney has been in the service for several years and is considered an efficient workman.



L. E. FORTNEY

On Friday, October 8, track foreman L. D. McCullough noticed defective condition on mail car No. 31 in train No. 16, east of Barnestown, W. Va. He notified yard office and had the car set off, thus probably averting a serious accident.

Ohio River Division

About 4.30 p. m. October 10, brakeman S. B. Weekly found a piece of a flange about seven inches long near the Parkersburg Mill Co. Assuming that it had broken off some car he reported the matter immediately to car foreman. There was an extra lined up ready to go and before letting it depart from the yard, the car foreman had inspectors go over train thoroughly and inspector Ford discovered Company No. 125965 with a broken flange. The car was shopped out. Had not brakeman Weekly

taken prompt action in the matter the train would have left with this defect and possibly serious accident would have resulted. Mr. Weekly has been commended for his forethought and prompt action.

Cleveland Division

On October 5, joint Pennsylvania and Baltimore and Ohio operator A. J. Storrie at M. & C. Junction, discovered defective condition on car in train of engine No. 4192 west, and promptly notified dispatcher, who had train stopped at Warwick and defect repaired. He is to be commended for his watchfulness and prompt action.

On September 28, day tippleman N. Cardarelli, discovered defective condition in track at Akron, and made prompt report of it. His watchfulness and action are to be commended.

On September 26, at 11.40 p. m., when yard engine No. 1642 was returning to shop from New York Central transfer, they were held up at bridge No. 460 on account of bridge tender being unable to lower the bridge. The entire crew, conductor W. M. Miller, engineer D. T. Norwalk, fireman T. A. Patterson and brakemen P. F. Kane and R. Christoph immediately began working on the bridge and continued to work without taking their supper hour, getting the bridge in working order at 5.00 a. m., thereby saving serious delays to other engines and trains. They are to be commended for the assistance rendered and interest taken in the Company's welfare.

Brakeman J. E. Buckley, while flagging train No. 17 around extra west, engine No. 4287, September 26, found large piece of lumber lying on rail and removed same ahead of train No. 17. His watchfulness and action are commendable.



CHARLES L. BAIR
(See p. 65, Nov., 1914, issue)

On October 1, while passing Smith, road conductor J. E. Campbell, brakeman G. C. Love and W. R. Billingsley noticed defective condition in track, and made prompt report. Their watchfulness and action is to be commended.

On October 12, fireman C. Vowells, on south end mine run, discovered defective condition in track at Sandyville, Ohio, and promptly reported same. He is to be commended for his watchfulness and quick action.

Brakeman J. C. Barrett is to be commended for meritorious act performed at Lester, Ohio, on October 24, 1914. Mr. Barrett was employed as brakeman in July, 1913, and this notice has been delayed in publication on account of the suspension of publication of the EMPLOYES MAGAZINE last year.



J. C. BARRETT

On October 11, brakeman C. L. Emerick, while doing passenger work at Akron Union Station found a defective condition on crossover between Mill and Market Streets and reported same to leverman, signal maintainer and C. A. & C. dispatcher at Union Station. On October 20, brakeman Emerick observed a car in train of engine No. 4272 with hopper door open, reported this to "BD" Tower, and car was set off at "XN" Tower. He is to be commended for his actions, interest and watchfulness in these instances in behalf of the Company's welfare.

On October 9, 1915, conductor R. F. Stauffer, engineer V. Bailey, fireman J. Lisisky, and brakemen J. E. Davies and F. A. Slavin, in charge of engine No. 326, saw smoke coming from roof of car inspector's shanty at 28th Street, Lorain yard, immediately stopped engine and on making examination found the roof on fire and extinguished the flames before any damage was done. They are to be commended for their watchfulness and interest displayed in saving Company's property.

At 5.30 p. m., October 9, 1915, brakeman W. F. Hook discovered defective condition on No. 5 west, Lorain, reported it and had repairs made. A train was called for 6.30 to move the cars off this track and derailment might have occurred had the necessary repairs not been made and bad condition reported by him. Brakeman Hook is to be commended for his watchfulness and prompt action in this case

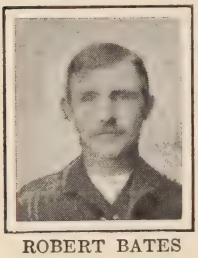
At 10.30 a. m., Sunday, October 17, 1915, section foreman O. C. Wright flagged train No. 73 at Tippecanoe while it was taking siding for train No. 12 he having found a bad condi-

tion in the track. He immediately went to west switch with sectionmen and hand car for a new rail and had it in and train No. 73 into the clear at 10.49 a. m., only delaying train No. 12 three minutes. His good performance in this case is commended.

Wm. Payton, while employed in the capacity of freight house foreman, Seneca Street, Cleveland, just previous to his transfer in July, 1915, during spare time painted the office a light drab color, besides painting the fire barrels and buckets red and fixing the place up in a nice tidy condition. This is true efficiency, and for the interest shown by Mr. Payton, he has been commended.

Newark Division

On night of September 19, after passage of train No. 2 at Salesville, Robert Bates, a gentleman of Salesville, found defective condition in one end of main track near the Salesville station. He called section foreman on the phone and notified him of the condition, remaining at the defective point with lantern to protect trains until section foreman arrived on grounds to make necessary repairs.



ROBERT BATES

A letter of appreciation has been addressed to Mr. Bates by superintendent Jackson.

On September 30, with train No. 40 passing Glencoe, a car chain caught in frog at east end of "EB" siding, and when caboose ran over it, brakeman A. B. Tucker, being on the alert, applied air, stopped his train, went back and removed the chain and saw that conditions were perfectly safe before leaving the switch. For his interest and prompt action in this matter, Mr. Tucker has received a letter of commendation from the superintendent, and a meritorious entry has been made on his record.



A. B. TUCKER

On September 27, engineer C. S. Abell discovered truck safety chain dragging on train No. 15 while passing him at Benwood, and made special trip to the train to hook chain up in place. The interest displayed in safety of train No. 15 has been expressed in a letter from the superintendent to engineer Abell, and meritorious entry has been made on his service record.

Pittsburgh Division

Letter of commendation has been given extra gang foreman M. P. Fox for meritorious services rendered August 4, at Gilkeson, Pa.

Mr. Charles A. McKee of 260 Butler Street, Etna, Pa., who is employed at an asbestos plant at Etna, gave specially meritorious service to this Company on September 5, and we take great pleasure in commending him for it.

On August 9, section foreman P. J. Lalley was walking over the tracks between Broadford and Dawson and when approaching Jackson's Curve he noticed a woman and two small children walking toward Dawson on the westbound track. There was a freight going east at the time and knowing that No. 3 was due then and being unable to attract her attention on account of the noise made by the passing freight, he rushed over to her and got her and her children off track just as train came around the curve. The woman was warned of the great danger of trespassing. Mr. Lalley is commended for his quick thinking and action.

New Castle Division

On the night of October 22, operator C. E. Marshall, at Kent, Ohio, on his way home from work, discovered a condition which he immediately corrected, and for which he has been commended, an entry to that effect having been made on his record.

On October 12, as operator W. F. Dunnevant was on his way to work at State Road telegraph office, he noticed a condition which he had corrected. He has been written a commendatory letter by superintendent Kelly.

Chicago Division

On August 6, operator W. H. Smith removed from crossing at Sherwood, Ohio, an iron plate that had fallen from a Cincinnati Northern train. He has been commended for the vigilance displayed in removing this dangerous obstruction.

On August 13, operator F. B. Magill noticed an unsafe condition on a car in train extra east No. 4205, passing Kellars tower. He stopped train and had condition of car corrected and for this action has been commended.

On August 17, brakeman G. L. Hunter, with extra east No. 4296, reported hole washed in middle of westbound track at Suman, Ind., at a point where sewer goes under tracks, caused by heavy rains at that time. Mr. Hunter has been commended for promptly reporting this dangerous condition.

On August 28, operator F. C. Osborn on duty at Bremen, Ind., observed an unsafe condition on car in train second No. 94, stopped train and had car set off for repairs. Mr. Osborn has been commended for his watchfulness and prompt action.

Chicago Terminal

At 5.10 a. m., September 16, switchtender William Teeple, at State Line bridge, discovered nine inches of flange in frog at end of double track, just west of bridge. He immediately called the yardmaster at East Chicago on the telephone, and he went into the yard and found Southern car No. 184594 with broken flange on north side of train which had just pulled into yard. The car was immediately taken out of the train for repairs.

Switchtender Teeple for his prompt action in notifying the yardmaster, who in turn discovered the car before any further damage was done, after discovering the piece of broken flange in frog, is worthy of commendable mention in our MAGAZINE. It was a meritorious act and he is commended for it.

Ohio Division

D. Thomas, conductor, is commended for service at Blanchester on September 9, 1915, which possibly prevented a derailment.



D. THOMAS

John Litter, engineer, is commended for discovering and promptly reporting a washout in track ahead of his train at Little Hocking, on September 18.

Abraham Cox, passenger brakeman, is commended for discovering a dangerous condition and making it safe, on September 10, 1915.

C. C. Smith, engineer on yard engine at Athens, and F. S. Bean, agent at Athens (who live in a double house in that city), were awakened during the night of September 14 by considerable noise in the streets. They both arose to ascertain the cause and heard that the coal chute was on fire. They immediately got engine No. 1561 and went to West Athens, thinking that there might be cars on fire that could be separated from those not ignited. It developed that an old camp car was afire. However, they are worthy of special mention for their interest in the Company's welfare.

J. W. Plum, passenger brakeman, through personal efforts succeeded in diverting passenger business from a competing line to this Company. This business consisted of two passengers



J. M. LITTER



ABRAHAM COX



WM. A. HALL

(See page 72, Oct. issue)



J. W. PLUM AND WIFE

from Newark, Ohio, to Broken Bow, Nebraska. His efforts in securing the competitive business show loyal interest and is commended.

When Mr. Plum was asked by the correspondent for his photograph he quickly complied, sending his picture, taken with that of his wife. In the letter accompanying the print he said in part:

"I am enclosing herewith a photo of myself and wife, Mrs. Kate Plum, who of course is interested in my welfare and aids me in looking after prospective passengers for our line. If you can use her photo would be pleased to have you do so."

Of course we can "use her photo" and are glad to do it. Mr. Plum pays a gracious tribute to his wife, and it is not hard to see from their faces that they live happily and congenially together. Mr. Plum has struck the right chord when he tells us that his wife helps him in his work. This picture and brief sketch should inspire some of us lonely bachelors to try it "double harness."

Our New York and Staten Island Employes Invite You to Attend Their Annual Dinner

EVERYBODY who has attended either of the annual dinners already given by the boys on the New York and Staten Island Divisions will smile at the above heading. Our New York friends seem to be able to get together in a spirit of true fellowship and certainly know how to give their friends a splendid time at these informal annual affairs. The Broadway Central Hotel, at Broadway and Third Street, New York, which gave such satisfaction last year, has been chosen again this year as the place for the banquet and the committee is planning to take care of 450 guests. The charge per plate will be one dollar and a half, and seats will be allotted in order of application, the applications received first being accorded the most favorable locations in the large dining room.

The circular giving the facts in regard to the dinner has already been distributed on the New York and Staten Island Divisions, but our good friends in this locality will not be content unless there is a large representation from other parts of the System. We have not heard of any prize being offered for guests who come from points farthest away from New York, but an adequate reward will be found for any distance traveled in the good time awaiting the traveller on the New York end.

R. M. Frey is the chairman of the dinner committee and his assistants are, Messrs. Jos. S. Fabregas, F. W. Nelson, G. H. Miller, T. A. Kavanagh, H. M. Blakeman and R. F. Briody. Any inquires in regard to details should be directed to them, care of Dinner Committee, New York Division.

Plans have already been made for the evening's entertainment, including singing and orchestral music and, of course, dancing after the dinner is over.

Here is a good chance for Philadelphians, Baltimoreans, Cumberlanders, Pittsburghers and all the rest of our employes to go to New York and find out what a good crowd we have in the metropolis and its vicinity.





AMONG OURSELVES

GENERAL SAFETY COMMITTEE

E. R. Scoville, Transportation Department, *Acting Chairman*

Advisory Committee

A. Hunter Boyd, Jr., Law Department — J. W. Coon, Operating Department

Dr. J. F. Tearney, Relief Department

Baltimore and Ohio Building

Auditor Coal and Coke Receipts

Correspondent, J. Limpert

A commercial duplicator has been added to the labor saving devices of this office, and while the boys have not got its operation down to a fine point yet, it has many advantages that are far superior to the old "Mud Pans" formerly used for copying statements. The machine and rolls require very little attention, turn out clear, legible copies, are operated with less effort and can produce more copies than the old style.

While no actual test has been made as to the exact number of copies that can be made from a single impression, we have on several occasions run 125 good copies and they were still reproducing clear. This would indicate that, with proper care, a good many more could have been made. It is, therefore, expected that when a complete knowledge of the machine and its operations has been acquired, there will be a still greater degree of perfection attained, both as to the legibility of the work and the amount turned out.

Miss R. Stubbs, operator of our Hollerith Key Punching Machine, is again in the limelight through her remarkable performance for the month of September, when out of a total number of 48,000 cards punched, there were but four errors. This is a record to be proud of. It is an average of but one error for 12,000 cards, and, when it is considered that there are as many as forty (40) holes punched per card, some idea as to the perfection of this performance can be obtained.

Mention was made about a year ago in the Magazine regarding the organization of an orchestra among the employes of this Company. This is a good suggestion, and if given the proper support and help, could no doubt be made a reality, as there are many of the boys who would be glad of the opportunity to join such a body. A first class orchestra could probably be formed, as quite a number of our employes possess musical talent of no small degree.

We would, therefore, suggest that the matter be looked into and a canvas made through the pages of the Magazine to obtain the names of all interested, as well as information con-



THIS BASEBALL TEAM DID CREDIT TO THE OFFICE OF THE AUDITOR OF COAL AND COKE RECEIPTS LAST SEASON

cerning the instruments played by them. After this a notice could be sent around advising date and place of meeting with the view of forming definite plans of organization.

The accompanying picture is of the baseball team which represented the office of auditor coal and coke receipts, Baltimore and Ohio building, and which completed a successful season on the diamond: From left to right, sitting: A. H. Lehman, pitcher; A. Lehman, mascot; kneeling: C. P. Spedden, manager; Barrett, s. s.; Knoche, r. f.; Barnes, 3rd base; standing: H. G. Shakspeare, umpire; Schreiner c. f.; Landerkin, pitcher; Finley, substitute; Garrigan, c.; W. J. Hartwig, secretary; Baker, 2nd base; Walters, 1st base; Robb, scorer; Myers, l. f.



FROM THE WINDOW OF No. 1 AT WASHINGTON, IND.

The little picture on the left was taken by our rate clerk, L. N. Williams, from the window of train No. 1 at Washington, Ind., while on his vacation, enroute to St. Louis. The name of the station can be seen on station sign.

Claim Accounting Bureau

Correspondent, GEORGE SWEITZER

John P. Murray, clerk in this bureau, died at his late residence, No. 1635 North Monroe Street, November 7, 1915. Mr. Murray contracted a heavy cold, which developed into typhoid fever, and death came after a brief illness of nine days.

Mr. Murray was popular among his fellow clerks. He had a pleasant disposition, which manifested itself at all times, and his kindly characteristics will be greatly missed. He attracted a host of friends by his pleasant personality, and will long be remembered by the men of the department.

Carroll Keen and Jasper Green took the leading part in a one act farce at a county fair recently, and made quite a hit. A very conspicuous way to spend your vacation, boys!

Henry C. Elphinstone and wife have purchased a country home in Hamilton, and he claims that two is company and three is a crowd. Then there are good reasons why the big night did not materialize.

John Storck and John Hentz recently paid a visit to Philadelphia, and found the walking out to Willow Grove Park quite a spurt. Though they enjoyed the walk, I wonder what was wrong with the street cars, jitneys, etc.

Tom Littig says that it is all wrong regarding him and "Lilly" the jitney girl and six trips for a quarter. Tom contends that "Lilly" has converted her jitney into a private car and he enjoys the riding all the more. Why not?

C. L. Link and T. E. Littig, the champion pro-raters of the claim accounting bureau, went to Indianapolis to see their old friends after burning the mails with a twelve page letter. Both had a wonderful time, but Tom claims the Baltimore girls have it on the western beauties. Some judge!

P. L. Ritter stole away from the boys at the office for a few days, in order to take part in the election down in St. Mary's County, the result of which was that the county went dry. Does it seem possible?

Pat Moran versus Fred Zenter $100.01. How did you get away with it, Pat?

Earl Hewitt's evening pleasures are rather expensive. One night's sightseeing relieved him of $18.00. Money is nothing to some people.

B. B. Henderson challenges all comers in the art of using the shoe horn. Johnnie get your gun.

"Chris" Smith of the C. A. B. states that the article in the September issue of the EMPLOYES MAGAZINE regarding his being married ten years, etc., is all wrong. He says that there is another "Chris" Smith in the accounting department. As the writer of this article knows whereof he speaks, our friend "Chris" should have a confidential talk with A. E. Roden, follow his example and thus eliminate himself from the combination composed of Messrs. Littig, Henderson and Murray.

J. B. Green fails to explain why he did not bring five hundred names from Richmond, Va., for a personal friend of his operating a local mail order house. He need not explain—the boys know why.

G. E. Sweitzer visited the Big Gunpowder and found the marsh birds few and far between. Sweitzer pretends to be a pretty good shot, yet seldom brings home the goods. Perhaps that is why they are few and far between.

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STANDARD SHORTHAND SCHOOL

4902 Park Heights Avenue Baltimore, Md.

New York Terminal

Correspondent, S. W. NELSON, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

WM. CORNELL	Terminal Agent, Chairman
W. B. BIGGS	Agent, Pier 22, N. R.
E. W. EVANS	Agent, St. George, S. I.
J. J. BAYER	Agent, 26th Street, N. R.
J. T. GORMAN	Agent, Pier 21, E. R.
A. L. MICKELSEN	Agent, Pier 7, N. R.
ALBERT OSWALD	Foreman, Pier 22, N. R.
MICHAEL DEGNON	Foreman, 26th Street, N. R.
W. D. RITTER	Foreman, Pier 7, N. R.
EDW. SALISBURY	Assistant Terminal Agent
JOHN JOHNS	Master Carpenter
N. JOHNSON	Clifton Shops
E. G. CLARK	Tug Captain
EDW. SPARKS	Marine Engineer
HENRY BULL	Barge Captain
NEILS GADEBERG	Barge Captain



SOME OF THE BOYS AT PIER 22, N. R.

Left to right: B. LAMONTE, J. SEIGEL, LORENZO VOIGHT, J. BRADLEY, J. LYNCH, LOUIS WINTER, J. FULHAM

General Eastern Freight Agent's Office

John D. Blackburn, soliciting agent, and his family, spent a very pleasant vacation in Newtown, Conn.

Harry Garten, private secretary to our general eastern freight agent, spent his vacation at home, where he succeeded in enjoying a well earned rest.

Mrs. Fred. Bartsch, wife of our chief stenographer, spent the last week in September and the first week in October at Kingston, N. Y., and Albany, N. Y., leaving her poor hubby keeping bachelor's hall. Mr. Bartsch arrived at the office on Wednesday morning, October 6, on time and with the smile that won't come off on account of the return of his better half.

Herbert Creighton Spencer, our efficient telegraph operator, paid a visit to some old friends in Saratoga, N. Y.

James P. Ryan and R. A. Burke made a flying trip to Montreal, P. Q., over labor day, and had very little difficulty with the Canadian officials while crossing the border. It is said that the purpose of their visit was to arrange for peace negotiations among the warring nations.

Charles R. Perkins for some time past has been accompanied by a certain young lady to and from work each day. The boys of 379 are beginning to worry about Mr. Perkins' future, as the matter seems to be getting serious.

Joseph J. Mogolefsky, our stenographer, who possesses an Overland racer, failed to qualify in the recent trials for the Astor Cup Race at Sheepshead Bay, L. I. It is rumored that he had engine trouble.

Frank Clifford Afferton, Jr., formerly connected with this office and now with the Brooklyn office, recently returned from a delayed honeymoon. He visited Old Point Comfort and Richmond, Va. We are wondering why he kept his matrimonial venture a secret for several months.

The boys of 379 Broadway are wondering why J. A. Hickey has been keeping so quiet of late. We would like to know what his idea was of such a flying trip to Boston over labor day. It is feared that our bachelors' club will lose its president very soon. Go to it, Jack, old boy.

The Fellowship Dinner this year will be the best ever. Help us break our record for attendance. Send in your application now

The Dinner Committee, elected for the annual get together of the New York Division, is composed of R. M. Frey, chairman, and J. S. Fabregas, F. W. Nelson, G. H. Miller, T. A. Kavanagh, H. M. Blakeman and R. F. Briody. The feast will be held at the Broadway Central Hotel on the evening of February 6, 1916, and the charge will be $1.50 per plate. Now, you New York boys, see how many guests you can induce to come from other parts of the System.

Staten Island Rapid Transit Railway Company

Correspondent, R. Groeling, *Chief Clerk*, Clifton, S. I.

Divisional Safety Committee

F. C. Syze.....Chairman, Assistant Superintendent
B. F. Kelly.....Vice-Chairman, Trainmaster
C. M. Davis.....Secretary, Clerk Assistant Superintendent
W. B. Redgrave.....Engineer Maintenance of Way
J. Bowditch.....Assistant Engineer Maintenance of Way
W. A. Deems.....Master Mechanic
A. Conley.....Road Foreman of Engines
F. Peterson.....Supervisor of Station Service
Dr. F. DeRevere.....Medical Examiner
J. B. Sharp.....Coal Agent
E. W. Evans.....Terminal Agent
E. Alley.....Supervisor of Track
W. L. Dryden.....Signal Supervisor
J. A. Larkin.....Chief Train Dispatcher
Geo. VanClief.....Shop Foreman
J. Weaver.....Engineer
F. Barber.....Fireman
J. B. Gerow.....Conductor
Carl VanName.....Yard Conductor
Samuel King.....Freight Trainman
J. LeStrange.....Signal Repairman
Phil Ryan.....Foreman
F. Estello.....Shopman
W. Post.....Car Inspector
M. Messner.....Repairman
I. M. Sticknel.....Agent
J. Elliott.....Supervisor of Crossing Men
E. Palma.....Acting Captain of Police

Vincent Emery, formerly of the auditor's office at St. George, has accepted a position at the St. George Transfer, under Honorable Patrick Burke, agent at that station. We all hope Mr. Emery will like his new surroundings.

Miss Anna Bloom, one of our popular young ticket agents, spent her vacation at Odell, Ill., visiting relatives. Miss Bloom was accompanied by her father and mother on the trip west, but she returned home alone. This was Miss Bloom's first trip over the System and she speaks enthusiastically of it.

Harry Fithian, who was relief agent on the Tottenville Division, resigned from the services of the Company to accept a position with the Wells-Fargo Express Co., at St. George.

Anthony Stuhl and Carl Anderson, both of the superintendent's office, have returned from a trip over the System, and report having had a wonderful time.

Miss Elizabeth Dixon, agent at South Beach, has resigned from the services of the Company to become life partner of a gentleman not known in railroad circles. We all hope Miss Dixon will like her new adventure.

Andrew Kelly, fireman, has signed his life away in joining the ranks of married men. Fireman Kelly is under the impression that two can live as cheaply as one.



NETA

The three year old daughter of W. J. VIDLER, Chief Clerk to Engineer Maintenance of Way

Miss Madeline Berry has taken up her duties as agent at Clifton, vice Miss Bloom, transferred to South Beach. Miss Berry was formerly an extra agent.

Samuel Yerkes has accepted a position in Mr. Brown's office, at St. George. Frank Rehban, formerly of Princess Bay Station, has succeeded Mr. Yerkes.

Christian Salverson, signal repairman, has returned to duty after a vacation in Chicago, Ill.

Wm. Coulbourne, signal maintainer, spent his vacation at New Church, Va.

Master carpenter John Johns has returned from his trip to Canada, with his wife and daughter. On the way home they stopped at Niagara Falls. While John did not enlist, he speaks highly of the troops in training at Kingston, Ont.

Repairs to Transfer Bridge No. 1, St. George, were completed on September 22, and the bridge was put in commission on that date.

The track forces in the maintenance of way department are very busy laying additional tracks on the completed grade in Arlington yard, to accommodate 275 cars. From September 30 to October 9, additional capacity of 122 cars was turned over to the transportation department.

The contractors for the substructure in connection with the elimination of Pennsylvania, Clifton and Maryland Avenues, Rosebank, have commenced active work.

The work of constructing a siding for the Long Leaf Pine Co. of New York City is in full swing at Arlington. The necessary filling is being done by Daily & Ivans of 13 Park Row, N. Y. Pile trestles necessary to carry the track over the streams are being built by Anderson & Wheeler of Staten Island. Every one is on the job and hustling as the management wants all records broken in pushing the work to completion.

Anthony Stuhl and Carl Anderson, clerks in the general superintendent's office, have again resumed duty, having enjoyed a pleasant two weeks' trip riding over the System, on which they visited the Consolidation Coal Mines in West Virginia. Anthony had considerable trouble in getting Carl home again on account of the very fair daughter of a postmistress at Barrackville, W. Va. We understand that she is patiently awaiting his return. Wonder why?

B. F. Kelly, trainmaster, left October 14 for an extensive visit through the west; his destination being the Fairs at San Francisco and San Diego. It is apparent from his plans that he must be having a delightful trip. S. G. Eilenberger acts as trainmaster during his absence.

Charles Schadt, freight claim clerk and O. S. and D. clerk, who has been in the service for about ten years, has severed his connection with the Company and has accepted a position as contracting agent for the Carribean & Southern Steamship Company.

R. M. Frey, general clerk in the traffic department, and formerly with general eastern freight agent Tomlinson, has been promoted to the position left by Mr. Schadt.

Thomas J. Flanagan, who has been in the service since August 1, 1907, as assistant rate clerk and later rate clerk, has been promoted to the former position of Mr. Frey. "Tom" came to us after two years service with the Norfolk Southern.

R. M. Norton, bookkeeper, in the auditing department at St. George, has been made rate clerk, vice Mr. Flanagan.

Samuel R. Yerks, freight agent at Clifton, S. I., who has had quite a varied experience in the eight years he has been in the service, having worked at Pier 22, North River, Arlington, S. I., 18 State Street, and Pier 7, has been promoted to fill Mr. Norton's old position.

All the men involved have the good wishes and congratulations of their many friends on their promotions.

A Trip from St. Louis to Washington

By W. P. HAGADORN, former *Ticket Agent*
Tower Hill, S. I.

About the 25th day of June, 1864, Colonel Alexander, U. S. A., gave me orders to take a company of men, numbering one hundred,

from St. Louis to Washington, D. C. We left for Columbus, Ohio, on the 26th, where we remained all night. We were then transferred to the Baltimore and Ohio Railroad, and arrived at Cumberland, Md., where we were ordered off the train by General Kelly, who commanded that district, because the roads were cut off by a rebel raid.

I was ordered with my company to Sugar Loaf Mountain, and found two companies from Ohio



W. P. HAGADORN

there. I assumed command of the mountain, June 30, 1864. Provost Marshal Captain Pierpoint had me do provost (police) duty during the raid. On the morning of July 4, someone set fire to the woods at the base of the hill, and as the road was winding from bottom to top, there seemed to be no way for us to escape. But we ordered ditches to be dug, buried all material not in use, then set fire to the top of the hill so that when the fire reached us there was nothing to burn. We thereby saved every man.

The Baltimore and Ohio had the bridge guarded against the rebels with a Merrimac car and a box car covered with sheet iron, and with port holes for the infantry to fire through. The Confederates, who were about four miles from us, saw the fire, thought we were burning the commissary stores and retreated.

I went down to the Queen City Hotel at Cumberland, Md., for dinner. While sitting in the hotel a prominent citizen villified President Lincoln and other Federal leaders and praised Jeff Davis and his followers. I asked him what he thought of the killing of the men and officers at Fort Billow. He said: "They were only a lot of d—— niggers, and their officers. I wish they had killed Lincoln, too." I immediately placed him under arrest and brought him before the Provost Marshal, who said: "Do you understand the situation? Do you know that this man owns half the town?" I replied that it mattered not, and that if he, the marshal, was afraid, I would take him to General Hunter, who had just arrived in pursuit of the rebels. At this the provost immediately ordered him before a drum head court martial and the next day he was sent to Wheeling State prison, where he stayed during the war.

Soon after this the road was repaired and we pushed on to Washington.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell	Superintendent, Chairman
W. T. R. Hoddinott	Trainmaster, Vice-Chairman
F. G. Hoskins	Division Engineer
J. Kirkpatrick	Master Mechanic
J. E. Sentman	Road Foreman of Engines
F. H. Lamb	Division Claim Agent
T. B. Franklin	Terminal Agent
Dr. C. W. Pence	Medical Examiner
W. A. Resau	Freight Engineer
E. R. Hewitt	Passenger Fireman
W. S. Wilson	Freight Conductor
Joseph Dumigan	Yard Brakeman
John Kiley	Blacksmith
J. A. Healey	Engine Inspector
R. C. Acton	Secretary

Mrs. Sarah A. Galvin has been appointed ticket agent at Harvey, Del., vice Mrs. Carrie MacDonald, resigned.

Napoleon Gorrell, agent, Yorklyn, Del., has returned from a trip to the Panama Exposition in company with Mrs. Gorrell.

F. J. Patton, chief clerk, T. J. Flaherty, road foreman, Monongah Division, and J. D. Anthony, agent, Fairmont, W. Va., were visitors to see the "World's Series."

C. R. Adsit, assistant supervisor, has been promoted to position of supervisor of sub-division No. 2, headquarters at Wilmington, Del., in place of John Curran, who has been assigned to special duties in connection with the five mile elevated railroad in Philadelphia, which is being built jointly by the Baltimore and Ohio and Pennsylvania Railroads and the city of Philadelphia.

H. W. Routenberg has been appointed assistant supervisor at Wilmington, vice C. R. Adsit, promoted.

E. N. Everist, freight conductor, has been sick for several months with typhoid fever, but is now slightly improved.

A number of special passenger trains, some of them from distant points in New York State and also New England States, going to the Grand Army Encampment at Washington, moved over the Philadelphia Division during the latter part of September.

All stations between Philadelphia and Newark have recently had a new coat of paint applied, which makes them look very attractive and causes favorable comment.

Large shipments of grain are moving from lake points via our line for Baltimore export, necessitating the addition of a number of freight crews.

The following stations on the Philadelphia Division showed increases as noted for August, 1915, over the same month last year:

Philadelphia—Ticket	$ 3,334.00
Philadelphia—Freight	22,848.00
Woodlyn, Pa.	2,809.00
Wilmington, Del.	2,445.00
Yorklyn, Del.	3,240.00

Baltimore Division

Correspondent, J. B. MORIARTY, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. ALLEN.....Chairman
J. P. KAVANAGH.....Vice-Chairman

Y. M. C. A.

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
G. H. WINSLOW....Secretary, The Washington Terminal Co.

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Camden
DR. J. A. ROBB.....Medical Examiner, Washington, D. C.
DR. J. F. WARD.....Medical Examiner, Winchester

CLAIM DEPARTMENT

R. B. BANKS.....Division Claim Agent, Baltimore and Ohio Building

TRANSPORTATION DEPARTMENT

S. A. JORDAN.....Assistant Superintendent, Brunswick
C. A. MEWSHAW.....Trainmaster, Baltimore
E. C. SHIPLEY.....Road Foreman, Riverside
J. J. MCCABE.....Trainmaster, Harrisonburg
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington
W. E. SHANNON.....Transportation Agent, Brunswick
A. M. KINSTENDORF.....Agent, Camden
J. W. BROWN.....Freight Conductor, Riverside
J. B. SUNSTROM.....Freight Engineer, Riverside
W. H. CASSEL.....Freight Fireman, Riverside
J. R. TURNER.....Yard Brakeman, Riverside

MAINTENANCE OF WAY

H. M. CHURCH.....Division Engineer, Camden
S. C. TANNER.....Master Carpenter, Camden
C. A. THOMPSON.....Signal Supervisor, Camden
E. E. PEDDICORD.....General Foreman, Locust Point
C. W. SELBY.....Supervisor, Washington Junction
A. C. HOFFMAN.....Foreman, Locust Point
M. H. HIGINBOTHEM.....Painter Foreman, Mt. Clare
G. K. JOHNSON.....Track Foreman, Lansdowne
T. L. SUGGS.....Track Foreman, Baileys
R. F. FARLOW.....Carpenter Foreman, Curtis Bay

MOTIVE POWER DEPARTMENT

A. K. GALLOWAY.....Master Mechanic, Riverside
W. BATTENHOUSE.....General Car Foreman, Riverside
F. P. CROUCH.....Assistant Car Foreman, Baileys
J. C. FOWLER.....Yard Clerk, Locust Point
W. H. MCNEW.....Piecework Inspector, Curtis Bay
W. H. THIEMEYER.....Clerk Locomotive Dep't, Brunswick
C. R. CRIM.....Clerk Car Department, Brunswick
T. O'LEARY.....Car Foreman, Washington, D. C.
C. V. PORTER.....Blacksmith Foreman, Riverside
J. J. PARSONS.....Janitor, Camden

ROBERT D. LONG, SR.

Born Nov. 23, 1855. Died Oct. 12, 1915.

It is with regret that we have to report the death of Robert D. Long, Sr., better known to railroad men as "Bob" Long. He was injured while on duty on September 27, and as a result died on October 12, 1915, at Mercy Hospital. He was married and leaves a widow, one son, three daughters, fourteen grandchildren and three great grandchildren. He served the Baltimore and Ohio Railroad for twenty-nine years as conductor and six years as flagman. He had a great liking for his work on the road and was a member of the Baltimore Division Veterans' Association, Baltimore and Ohio Railroad, of the Junior Order United American Mechanics, Daughters of America and the Brotherhood of Railroad Trainmen.

Being of a kindly disposition he was loved by all who knew him and to the children in the neighborhood around Riverside he was affectionately known as "Grandpap." His associates as Riverside and Locust Point sympathize with his family in their great bereavement.

The burial was in Loudon Park Cemetery on October 15, the funeral services being conducted jointly by the Veterans' Association, the Brotherhood of Railroad Trainmen and the Junior Order United American Mechanics.

E. L. MCCAHAN.

The accompanying picture is of engine 4328. In it engineer Welsh is shown. He "owns" this engine. It is one of the Brunswick-Philadelphia fast freight engines and is the prettiest iron horse any person could see, except possibly No. 4275, which is fixed up in nearly the same way.



No. 4328—THE PRIDE OF ENGINEER WELSH

Baileys Electrical Department

Correspondent, ROBERT O'FERRALL

Delmar Landes, gang foreman, who has been confined to his home for several weeks with an attack of acute indigestion, has resumed his duties.

Johnnie Neall, wireman, recently lost fifty-six prize game chickens, who got sick and died while he was on the road.

Won't "Duke" Deleany please tell us when that marriage is to take place. This suspense is awful.

Jim Gardiner can't be convinced that he is not the best looking man in the department. Jim is a sure ringer for Charlie Chaplin, and some people do declare that Chaplin is good looking! Please omit flowers.

Get this one—Ed Redmond caught a fish measuring twenty-seven inches long. We did not see the fish, but Ed told us of his catch. Come on you fishermen and see if you can beat this one.

Willie Lester, material distributer in the electrical storeroom, had his right arm painfully injured by having it caught in the safety gate of the shop elevator.

Billy Laird's favorite breakfast food is hot cakes and syrup. Foreman Treffinger declares that Billy consumed fifteen each morning, while working at Lorain, Ohio.

Charlie Hoey, Al. Barrett, Pete Fey, Rube Speers, Del Landes, Harry Brooks, Louie Zeigenheim, Emory Childs, Willie Molesworth (all papas?)—Nit.

The stork visited the home of George Gosling, electrical machinist, and left a baby boy. George is some proud papa.



MARVIN HALL KLENK
Twenty months old son of Electrical Inspector Frank Klenk

Dad Barry, wireman, has been confined to his home for several weeks on account of illness.

Can't some one send John Taylor and Del Landes a hunting dog?

Jake Starry, gang foreman, is looking after the electrical work on the Chicago Division. Watch your uncle.

Mrs. Bob O'Ferrall and sons James and William, spent several weeks in northern Maryland, visiting her parents and relatives.

The many friends of Willie Molesworth were sorry to learn of the death of his mother. The boys at Baileys all sympathize with him in his loss.



FREDERICK H. COOK
Year old grandson of Engineer E. G. Barling

Bob Montgomery, electrical machinist, is now the proud father of two sons. The stork recently paid a visit and left Bob Jr. a playmate.

Mrs. P. M. Fey, wife of gang foreman, spent several weeks visiting in and around Cincinnati. Pete was very happy when Mrs. Fey returned, as he does not enjoy keeping batchelor's hall.

F. A. Helfrick, gang foreman, who looks after the electrical work on the Cumberland Division, spends a day occasionally in Baltimore. The boys are always glad to see F. A.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary* Y. M. C. A.

There are eight teams in the Evening Bowling League as follows: Auditors—B. B. Fulk, captain; Coach Yard—S. W. Hughes, Jr., captain; Electricians—B. W. White, captain; General Office—G. N. Payette, captain; High Level—E. F. Bland, captain; Low Level—T. E. Marlowe, captain; Southern—I. E. Smith, captain; Store Room—H. M. Sullivan, captain. The schedule is arranged in two sections of fifty-six games each; the first section began on October 4, and will end January 7; the second section will begin January 10 and end April 14.

A second league for night men, known as the "Sunrise League," has also been organized. The following officers were elected: President, L. A. McAleer; vice-president, J. J. McCue; treasurer, O. J. Rider; secretary, W. W. Tenney. The roster of this league includes six teams: Baggage—F. M. Earnshaw, captain; Car Foremen—C. E. Shea, captain; Car Inspectors—J. J. Wilhelm, captain; Pennsylvania—C. E. Barnard,

captain; Mail Clerks—E. M. Hiscock, captain; Trainmen—A. S. Bundy, captain. A schedule committee was appointed and arranged a schedule of thirty games, which began October 25 and will end January 10. It is expected that a second section will be played at the completion of the first section.

The annual athletic meet was held on Saturday afternoon, October 9, at two o'clock. There were fifteen events, as follows: One hundred yard dash, standing broad jump, throwing shot backward, bunt and run to first base, throwing baseball for distance, 220 yard dash, running high jump, throwing baseball to second base for accuracy, 440 yard run, serving tennis ball for accuracy, running bases against time, fungo hitting, running broad jump, putting shot, one mile relay race. A good field of entries gave promise of some keen competition. Cold weather and the world's series baseball game divided the interest of the members, so that there was some shrinkage among the contestants as well as in spectators. Despite these conditions about 200 people turned out to witness the competition.

The following are the results in each event: One hundred yard dash, won by W. B. Young; standing broad jump, won by W. L. Heap; throwing shot backward, won by W. L. Heap; bunt and run to first base, won by H. C. Holbrunner; throwing baseball for distance, won by W. B. Young; 220 yard dash, won by W. B. Young; running high jump, won by W. B. Young; running bases against time, won by W. B. Young; fungo hitting, won by J. R. Dailey; running broad jump, won by J. R. Dailey; putting shot, won by S. W. Hughes, Jr.; one mile relay race, won by Southern Railway team, W. L. Heap, J. N. Black, J. A. Smith and F. W. Conrad.

Choice of silver medals, cups or special pins was given as prizes to the winners in each event. A gold, silver and bronze medal were given to the three men who made the highest number of points in the meet. J. R. Dailey won the gold medal, having sixty-six points. W. L. Heap won the silver medal, sixty-one and one-half points, and W. B. Young the bronze medal, securing fifty points.

This meet concluded the outdoor work of the Association for this season. We are looking forward to a good season in the gymnasium and in every possible way an effort will be made to get the members started in some form of gymnasium work.

The following subjects of stereopticon educational group talks have been arranged for November and December: Norway; The Land of the Midnight Sun; A Trip to the Pyramids; Nilé Ruins; Quebec; Montreal; Constantinople; Persia and Her People; City of Mexico; Life in Old Mexico; How the World Travels; Seven Wonders of the World; The Coast of South America; Buenos Ayres; Mysterious India; Street Performers in India. These lectures are given at such times as groups of men can come together, consequently each is repeated several times.

For the four o'clock Sunday afternoon meetings for men, talks will be given on China, Yesterday and Tomorrow; The White Man's Alaska; Guatemala; Moslem Millions; California and the Pacific Coast; Syria; The Challenge of India; Cuba and Porto Rico; Japan and Around the World. The talks will be illustrated with from fifty to one hundred slides each.

The usual custom of receiving the returns from the world's series baseball games was followed again this year and listened to by the fans who were off duty at the time.

Washington, D. C., Freight Station

Correspondent, W. H. WHITING, *Chief Clerk*, Washington, D. C.

Our beautiful Capital City has recently been engaged in boosting itself in the way of relighting and repaving some of its business thoroughfares preparatory to the expected rush of fall and winter trade, and has sent its scouting committees through the neighboring states to remind the good folks that Washington, D. C., is still on the map and possesses some of the finest business houses in the country.

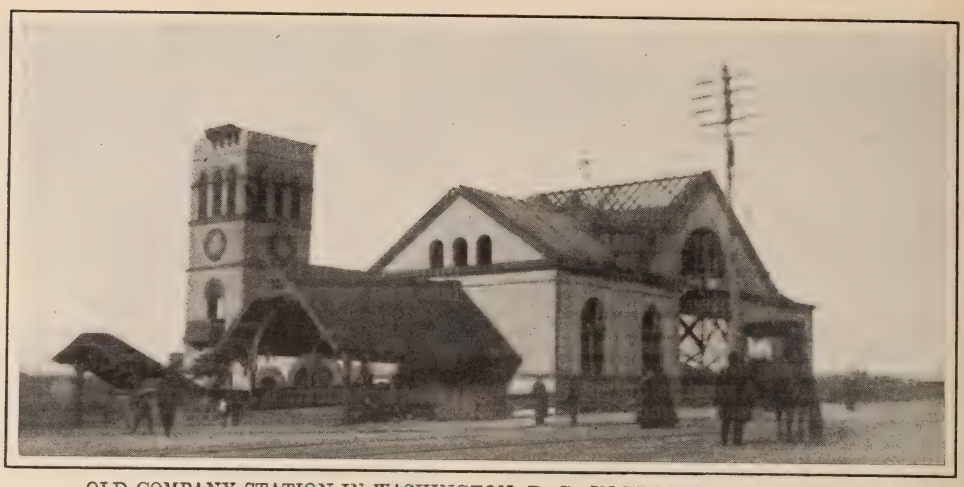
The good results arising from this boosting process are nowhere more apparent than on the platforms of local freight stations, and the Baltimore and Ohio platforms are no exception to this rule. It is now with us, and it will be for the next few months, a case of hustle and bustle and keeping close behind things to see that they do not get too far ahead of us. It is this winter hustling that makes us all appreciate the quieter summer period, when it is possible to enjoy a short rest, and reinforce ourselves for the next campaign.

One or two of our fraternity enjoyed somewhat belated vacations, but better late than never was the philosophical way in which they looked at it.

Collection clerk R. R. Etchison spent a pleasant week at Charles Town, W. Va., returning with a tan that indicated that he had enjoyed to the full the sunshine of that neighborhood.

Freight bill clerk J. J. Laverine returned from his vacation and stated that he had spent his time "shooting!" What he was shooting he did not say; nor have we been invited to partake of a game supper as the result of his shooting. However, as John is an enthusiastic member of the Railroad Terminal Y. M. C. A., if that association should ever organize a cadet corps we will look to him to do credit to the Baltimore and Ohio in teaching the young idea how to shoot, and undoubtedly we shall be perfectly satisfied with the results.

Freight agent D. M. Fisher and Mrs. Fisher and general foreman J. T. Mathews and Mrs. Mathews recently spent an enjoyable week-end at Frederick, Md., from which point they took



OLD COMPANY STATION IN WASHINGTON, D. C., IN PROCESS OF DEMOLITION
FEBRUARY 5 TO MARCH 15, 1908

automobile rides to Braddock Heights, Thurmont, and other points of interest in the beautiful, bracing Blue Ridge mountains.

The Carl Hagenbeck-Wallace circus, which visited this city lately, parked its cars in our New York Avenue yard, and it was "circus day" for all the children in the neighborhood. They flocked from all points to the freight yard to see the troupe come in.

The recent Grand Army Encampment brought tens of thousands of visitors to our city to pay honor and respect to those who are still left with the rapidly diminishing remnant of that great army of heroes. The fiftieth anniversary of the famous march down the avenue of 1865 will long be remembered by those who witnessed it.

The city was beautifully decorated and everything was done for the comfort of the veterans, and to extend the heartiest welcome from the District of Columbia to its defenders. This encampment was very interesting to old Baltimore and Ohio employes as it brought to the minds of many the time when the Baltimore and Ohio was the only railroad entering Washington, and the old station at New Jersey Avenue and C Street was the scene of many stirring events when the troop trains arrived in the city. Some of our newspapers published prints of the old-fashioned wood-burning engines, with their wide funnels, that hauled the trains to and from Washington in those exciting days.

The accompanying picture will be of interest to readers of the MAGAZINE. It shows the old Baltimore and Ohio station, during the process of its demolition early in 1908, after the opening of the magnificent Union station. Note part of the tower gone and the open roof of the waiting room, as well as the general appearance of desertion that the picture indicates. It is interesting to know that when this station was first opened it stood on a hill and passengers walked down an incline to reach the street; but after "Boss" Shepherd's improvements of the city were completed, the streets were raised to such a high grade that it was necessary to build the covered stairway shown in the picture leading down to the platforms and tracks.

Mount Clare Shops

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

Divisional Safety Committee

P. CONNIFF.....Superintendent Shops, Chairman
H. A. BEAUMONT.....General Foreman, Sub-Chairman, in charge of Car Department
W. G. BROWN.....Inspector, Erecting and No. 3 Machine
PAUL ELDER.....Machinist, Erecting Shop
J. P. REINARDT.....Fire Marshal, Axle and Blacksmith and Power Plant
WALTER GRAVES.....Material, Boiler Shop
W. B. MAYNARD.....Molder, Brass and Iron Foundries
R. LITCHFIELD.....Machinist, Nos. 1 and 2 Machine
W. D. LENDERKING..Pipe Fitter, Pipe, Tin, Tender and Tender Plant
CHAS. J. LEHMEN.....Clerk, Printing Department
E. E. HANEKAMP.....Clerk, Freight Car Repair Track and Middle Yard Repair Track
J. W. SMITH..Car Builder, Passenger Car Erecting and Paint
L. BEAUMONT....Shop Carpenter, Cabinet Shop and Saw Mill

"BALTIMORE AND OHIO RAILROAD NIGHT" MUSICAL SERVICE

CALHOUN STREET CHRISTIAN CHURCH

For the past year the Calhoun Street Christian Church, Calhoun Street near Hollins, Baltimore, Md., has conducted regular month-end musical services, which have proved very attractive and have drawn large crowds. Special programs of both instrumental and vocal music have been given with suitable addresses by different ministers.

Some time ago the thought occurred that, in view of the fact that the church was situated

in the railroad district, a musical service to be known as "Baltimore and Ohio Railroad Night" would be an excellent idea. Plans were therefore formulated which resulted in this suggestion being accepted by C. W. Egan, general claim agent, T. E. Stacy, secretary, Riverside Y. M. C. A., and the Baltimore and Ohio Glee Club, and on Sunday evening, December 19, 1915, this service will be held at 7.45 p. m. in the Calhoun Street Christian Church auditorium.

Both Mr. Egan and Mr. Stacy will make addresses and the latter will render special selections on his cornet.

The Glee Club will send a delegation of about thirty men to help in the singing.

A cordial invitation is given every Company man to come and bring his friends and enjoy an evening of good music and addresses.

It is also desired that we have a volunteer orchestra that night, made up of our employes exclusively, and those willing to come and assist will please address G. B. Saumenig, care of Purchasing Department, Baltimore and Ohio Building, Baltimore, Md.

Let us make this occasion one to be remembered in the annals of the Company.

Superintendent Shops' Office

Wm. R. Gettier, who has been sick for some time, has returned to work. William has a large growth on his upper lip; however, we do not believe this had anything to do with his illness.

The superintendent shops' office, or at least the MAGAZINE correspondent, has lost a very valuable assistant in the furlough of Fred Michel, otherwise known as The Free Lance, the poetical genius of Mt. Clare.

The mechanical engineer has been making some improvements in his office by partitioning off the hall, thus making his office strictly private. Admission by card only.

One of the long anticipated improvements at Mt. Clare is now well under way. Heretofore when it was desired to move steel from the yard into the boiler shop, at the east end, it was necessary to put a sheet onto a truck and drag it into the shop. A portion of the wall of the boiler shop is being removed and the crane runway extended out into the yard, making it possible for the crane to run out over the steel, which can be picked up and carried directly into the shop to the point where it is to be used. This will save a considerable amount of labor and expense in handling and will reduce the time consumed.



CARTOONIST BAUMGARTEN'S GENTLE REMINDER

Stores Department

L. E. Applegarth and J. A. Hodges, of this office, who were on sick leave, have returned to duty.

Consternation reigned among the office force the other day when Willie Grinewetsky brought his lady friend down to meet the crowd. To our disappointment the lady was stricken with stage-fright as she reached the gate, and leaving Willie flat-footed, hastened home.

J. J. Young, who recently entered the bonds of matrimony, spent his honeymoon in New York sightseeing.

K. Calloway, assistant receiving clerk, expects to spend a few days on the Eastern Shore, with his parents, gunning and fishing. When he gets back we will hear some wonderful stories, for when it comes to telling fish stories "Kilby" is some fisherman.

W. R. Kenneally, lumber yard foreman, is on the job looking well and hearty after having spent his vacation as an all-round sportsman at Rock Creek.

This is to notify the friends of McI. Ross (alias Cy Ross), that he took a trip to New York on thirty cents. He arrived in the morning and passed the time eating peanuts on the station steps until the next train left for Baltimore.

G. Eckhart and W. L. Miles went to Edgemont to gather chestnuts and when they



OIL BURNER, OPERATING AT MT. CLARE AND ON PRATT ST., BALTIMORE

returned had quite a few, but we do not know how much they paid for them.

J. R. Gainor, of our office force, who resides at Relay, also went chestnut hunting, but the only thing he brought back with him was a good appetite.

C. C. Severe is using his salary in another way now, and he will continue to do so for six months. If you don't believe it, ask Justice Hull at Mt. Winans.

Bill Neigh, or Wm. Collings, has a bad habit, which the clerks of the shipping office request him to stop. If you can't stop, Bill, see Doc Diggs—he might help you.

Paint Shop

J. D. Wright, general foreman painter, was the last in the passenger car shops to take his vacation. He visited Toledo and Chicago. On his way home he stopped off at Detroit, where the painters were having their convention.

W. J. Crew, assistant foreman of the paint shop, has now passed the fortieth year mark in the service of the Baltimore and Ohio. He entered the service when only fifteen years old. He looks the picture of health and is good for many more years.

Fred. Manuel, passenger car builder, will be with us soon. Several months ago Mr. Manuel injured his knee cap and has been in the hospital ever since. We have received the glad news that he has left the hospital and gone home. It is understood he will be back to work in several weeks time.

M. N. Wilhide, who was injured in the shop and has been unable to work for several months, has returned to duty.

E. W. F. Walter, upholsterer, has returned to work after being off over two months due to sickness.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL	Superintendent, Chairman
W. TRAPNELL	Assistant Superintendent
J. W. DENEEN	Trainmaster
P. PETRI	Division Engineer
T. R. STEWART	Master Mechanic
L. J. WILMOTH	Road Foreman of Engines
DR. J. A. DOERNER	Medical Examiner
G. R. BRAMBLE	Freight Agent
W. S. HARIG	Claim Agent
W. E. YARNELL	Assistant Trainmaster
E. DWIGGINS	Freight Engineer
D. L. CLAYTON	Freight Fireman
W. J. CATHERS	Freight Conductor
C. P. ARNOLD	Yard Brakeman
S. H. STORER	Machinist
C. W. ROBINSON	Car Inspector
T. R. REES	Secretary to Superintendent

A System Bowling League has been formed. The following teams have entered the league: Baltimore, Brunswick, Keyser, Cumberland and Grafton. The teams will contest for a trophy to be held by the winning team during the year, all the teams being confident that they will carry home the trophy. This intermingling between the various divisions in this social and friendly contesting spirit will do much to bring us all together, and will help to make us feel that we are one family.

One of the greatest meetings ever held among the Cumberland Division employes of the Company was held in the Company Y. M. C. A. on October 21. It was a "Get-Together-Meeting." Superintendent Cahill sent out an invitation to all the employes in every department of the service of his division, to meet him on that date, with the result that the auditorium was filled to its utmost capacity. All the chairs in the building had to be used in order to meet the requirements. The meeting started promptly at eight o'clock, with a short, breezy address from the chairman, trainmaster J. W. Deneen. Mr. Deneen makes a "cracking" good toastmaster. The principal address of the evening was made by Mr. Cahill, and it is not too much to say that never in the history of our association has so large a crowd listened to such a delightful discourse as did those who were fortunate enough to be present. The keynotes of the superintendent's address were "Love your fellow men," and "Loyalty to the Company for which you work." Mr. Cahill possesses a charming personality and wonderful magnetism, and he knows how to get under the jackets of the boys.

Another speaker who had the men with him was our popular master mechanic, Thomas Stewart, whose witticisms and description of a chart which he exhibited, showing the percentage of the various officials at the heads of departments, brought the house down. Mr. Stewart spoke in a very happy strain, and asked all present to cooperate with him so that

when he exhibits this chart at some future meeting, he will be able to show the master mechanic on top.

Among the other speakers who took a part in the evening's exercises were division engineer Trapnell, road foreman of engines Wilmouth, division operator Drawbaugh, engineers Ryan and Evans. Engineer Mencer, just at the close of the meeting, rose and paid a high tribute to Mr. Cahill, and urged all of his follow-employes to rally around the officials of the division, to bury the hatchet, and buy a horn and toot for the Baltimore and Ohio. Such meetings cannot help but produce the best results.

The shop meetings being conducted every Wednesday at noon by the Y. M. C. A. are meeting with great success. The men are most responsive and give earnest and attentive hearing to the speaker. The association desires through these columns to express our appreciation to the men who are willing to forego the pleasure of a little game of set back and give us the pleasure and inspiration of their company at these meetings.

The Leader Theatre has again been engaged by the Y. M. C. A. for this fall, and meetings for the men and their families will be conducted every Sunday afternoon at three o'clock. During the last two Sundays the Leader Theatre was filled to its capacity, and as a result several have been led into the Christian life. All the employes of the Company living in Cumberland, are requested to encourage the religious work committee by their co-operation and attendance at these meetings. Conductor Robert Compton of the Second Division is chairman of the above committee.

In order to overcome the overlooking of calls at the Y. M. C. A., the committee has had installed a new electric call clock. It is now practically impossible for the clerks to overlook the calling of a man at a specified time. A check showing the number of the man's room is placed on a peg on the clock, denoting the time the call has to be made, and promptly at that time the clock rings the alarm, and keeps on ringing until the check is removed from the clock, and the call made. We desire to thank the following friends: Mr. Slunt, the tailor, Mr. J. M. Street, the baker, the Carpenter Hardware Company, Cumberland Savings Bank, Bernstein Furniture Company, Potomac Produce Company, Peerless Laundry, and Mr. G. L. Long, cigar manufacturer, who made it possible for us to purchase this clock, and we bespeak for them the patronage of our Cumberland friends.

Engineer W. F. Hetrick, of the Connellsville Division, is wearing the smile that won't come off, and the reason is that the stork, after a lapse of fifteen years, brought a little twelve pound baby boy to this home a few days ago.

Sam Brake, the popular fireman of the second division, is receiving congratulations from all his friends on the arrival of a daughter at his home. Sam, who stands six feet six inches, since the arrival of the new baby is throwing his head and shoulders back, and



SHOP MEETING OF COMPANY Y. M. C. A. AT CUMBERLAND
Evangelist Palmer addressing the men. Much interest is shown in these noon hour shop meetings

looks as though he had grown two inches. Shake, Sam!

Our affable and congenial chief clerk to the master mechanic, H. H. Summers, "put one over" on us all. He went away and teamed up with a lady without saying a word to anybody. All of us unite in extending our best wishes to Mr. Summers and his bride for long life, health, wealth and prosperity.

Fred Hummel, night secretary at the Company Y. M. C. A., who for the past several weeks has been suffering from Job's affliction, has now fully recovered. Fred kept sweet through it all, and stuck to his job, showing that he is made of the right stuff.

Martinsburg Shops

Correspondent, W. L. Stephens, *Ass't Shop Foreman*

Chris Dailey, crane man, who was injured several months ago, has returned to work entirely recovered from his injury. All the boys wishing "a lift" are mighty glad to see Chris on the job again.

Night yardmaster E. Ohle has gone to Baltimore to enter one of the hospitals there to have an operation performed. His army of friends here hope it will be a successful one and that he will return permanently benefited thereby.

Ernest Hoogie, assistant at Cumberland, is filling the position of night yardmaster while Mr. Ohle is absent.

J. A. Holpp, foreman of the frog shop, has returned from a ten days' vacation, and while away enjoyed a much needed rest. Jake is the photographer for the Magazine in this "neck of the woods," and the Magazine is indebted to him for several fine photographs.

Engineer M. Leehan is having a fine new home erected on Boyd Ave., this city, and Raymond Russler, machinist at the shops, will break ground shortly for a fine residence in the same locality.

A. R. Brown is back on duty after about a month's absence, due to injury received while at work in the shop as drill pressman. We are glad to see Archie back on the job.

J. W. Williams, yardmaster's clerk, and Miss Mary Everitts, of Big Spring, Md., were married in this city, Friday, October 15. The newlyweds spent their honeymoon in Philadelphia. Billy is now receiving the congratulations of his many friends, supplemented with the usual amount of chaff. Williams is a popular clerk with both the railroad men and the shippers.

Much sympathy is felt for Joseph Copenhaver, riviter in the local shops, over the loss of his eldest son, J. William Copenhaver, who died in the King's Daughters hospital on October 14, after a short illness, aged thirty-four years. The young man had been an employe of the Baltimore and Ohio under the late O. M. King, working on the punch and shears. He was a member of Company F, West Virginia National Guard, and was buried with military honors, the funeral taking place from his late home on Saturday, October 16. Rev. C. S. Trump, of St. John's Lutheran Church, officiated. The father, Joseph H. Copenhaver, is a veteran employe of the Company, having a record of thirty-five years continuous service.

William F. Light, father of engineers George W. and P. M. Light and father-in-law of conductor Burris Shipley, died at his home near Orleans Cross Roads at the age of eighty-eight years. His widow and thirteen children survive him, together with thirty-four grandchildren and twenty-one great grandchildren. During the early years of the Baltimore and Ohio in this section, Mr. Light was an employe, and served the Company in various capacities until he finally became a conductor. For twenty years he was on the same run with ex-Senator H. G. Davis. Mr. Light was a civil war veteran and was captain of Company 58. The funeral was held in the M. E. Church at Orleans Cross Roads.

Monongah Division

Correspondent, C. L. Ford, *Chief Clerk*

Divisional Safety Committee

J. M. Scott	Superintendent, Chairman
E. D. Griffin	Trainmaster
E. T. Brown	Division Engineer
T. F. Perkinson	Master Mechanic
T. K. Faherty	Road Foreman
J. O. Martin	Division Claim Agent
Dr. C. A. Sinsel	Medical Examiner
E. J. Hoover	Agent
S. H. Wells	Agent
J. D. Anthony	Agent
P. B. Phinney	Agent
G. H. Turner	Agent
R. F. Haney	Conductor
G. M. Hussion	Machinist
J. O. Barrack	Car Builder
M. E. Brown	Yard Conductor
H. J. Meek	Engineer
C. E. Hardman	Fireman
W. C. Barnes	Secretary

Wheeling Division

Correspondents

W. O. Friese, *Superintendent's Office*

A. G. Youst, *Operator*, Glover Gap

Divisional Safety Committee

H. B. Green	Superintendent, Chairman
J. W. Root	Trainmaster, Vice-Chairman
G. F. Eberly	Division Engineer
J. Bleasdale	Master Mechanic
W. F. Ross	Road Foreman of Engines
F. R. Davis	Terminal Trainmaster
C. M. Criswell	Agent at Wheeling
Dr. J. E. Hurley	Medical Examiner
M. C. Smith	Claim Agent
C. Stephens	Freight Engineer
A. Voight	Freight Fireman
W. E. Hicks	Freight Conductor
W. C. Dickerson	Machinist
M. Barlow	Yard Brakeman
F. Baltz	Carpenter
J. J. Donovan	Machinist
B. L. Helfer	Secretary

J. R. Flynn, stenographer to trainmaster J. W. Root, recently spent a two weeks' vacation in Kansas City and Kirksville, Mo.

S. T. Simmons, transportation timekeeper, spent his annual rest period on and about the Great Lakes. A. M. Hubbard, assistant timekeeper, acted as timekeeper during his absence.

A. M. Hubbard, assistant C. T. timekeeper, has returned to duty after a two weeks' vacation spent in the rural district of Woodsfield, Ohio. He reports a good time with plenty of hunting and fishing.

Effective November 1, 1915, a new 2520-A tonnage report went into effect on this division. On this report there is a special column where the amount of coal consumed per 100 tons gross ton mile will be shown. With this information a great saving in the cost of fuel will be possible, and extravagance reduced to a minimum. A new position was created by the adoption of this form and T. Hopkins, son of engineer T. Hopkins of Caneronk, W. Va., was the man to fill it. Mr. Robinson from Baltimore was with the Wheeling Division man instructing him in his new work and we think the Wheeling Division now has a basis for securing information that will greatly profit the Company in the future.

J. W. Villers, material clerk in the division engineer's office, who has been off duty on a furlough for the past five months, has returned to duty and still has the same old smile.

J. F. Jewell, transportation time clerk, has returned to his desk after a two weeks' vacation.

R. A. Murphy, train dispatcher of the main line, has returned to duty after a short illness. "Dick" is himself again and the boys along the line are glad to hear his pleasant voice of "19 copy 5" over the phone.

On Monday, September 13, G. C. Shepherd and Miss Mary McCarty, both of McMechen, W. Va., were united in the holy bonds of matrimony. The happy couple made an extended tour to New York, Philadelphia, Atlantic City and Washington, D. C., after which they returned to McMechen, where they will make their future home. Mr. Shepherd is employed as timekeeper in the motive power department at Benwood, and he and his new bride have the entire Wheeling Division's best wishes and congratulations in his new undertaking.

An employes meeting was held in the auditorium of the McMechen public school building at McMechen, W. Va., on Monday, September 27 at 7.30 p. m. A number of men from the Newark, Ohio River and Pittsburgh Divisions were there with a large crowd of Wheeling Division employes and some of the speeches that were made will "go down in history," as Uncle Josh used to put it. Mr. Green posted an inviting notice on September 20 regarding this meeting and it had its effect on the attendance.

We learn with great regret that E. Wilkinson, agent of that thriving little town of Moundsville, W. Va., is seriously ill at his home at that point. We are in hopes that he will recover quickly and be able to resume his duties at the old post. Since being promoted to the position of agent at Moundsville, Mr. Wilkinson has greatly decreased the cost of handling cars through Moundsville yard and through his supervision quite a saving was made during the past year.

Track conditions on the Wheeling Division are better than they were this time last year and better than they were this time last month. Ninety-two per cent. of main track tie renewals and thirty-five per cent. of side track tie renewals have been completed. Due to devoting fifteen days of September to mowing and cleaning we were unable to complete our tie renewals by October 1, according to program. We have completed laying 850 tons of new 100-pound steel rail left over from last year and 1300 tons of the 3000 tons received this year. Work was held up three weeks waiting for accessories, but we now have the accessories and have two gangs laying rail. According to our program, it was hoped that we would complete the laying of new rail by November 1. Quite a bit of trouble was experienced in securing labor at different parts of the division, but this trouble has now been overcome.

M. H. Elliott, agent at Proctor, W. Va., spent his two weeks' vacation in Vincennes, Ind.

M. J. McGuire, foreman of the wrecking shop at Benwood, has been confined in the Glendale hospital.

W. A. Gilmore, foreman of the roundhouse, is spending a few weeks with his family at Newark, Ohio. W. B. Porterfield is acting foreman during his absence.

W. S. Brandau, machinist at Benwood shop, has taken unto himself a wife and has been off duty for about a month. We have been unable to learn who the lucky lady was, but they have our best wishes for a happy married life.

The interior of the roundhouse at Benwood has been whitewashed, and improvements are being made in the walks around it. A new door was cut in the north side to facilitate getting in and out from the ash pit.

A new system has been installed at Benwood for coaling Wheeling Division engines. The engineer on arriving at the ash pit makes out the coal check for the amount of coal which he thinks will fill the tank and the hostler then loads the tank from the estimate.

A new oxygen hydro-carbon steel and iron cutter has been received at Benwood shop and a man from the factory was at Benwood a few days demonstrating it. As the old saying goes "It certainly is a Ditsie."

W. S. Gandy is acting car preparer foreman, vice G. Addellsberger, assigned to other duties,

W. R. Blandford has been appointed engine-house foreman at Bridgeport, vice A. Shaaf, assigned to other duties.

W. J. Hehr has been appointed night engine-house foreman at Benwood, vice T. P. Burke, assigned to other duties.

Quite a number of our employes attended the homecoming celebration held at Moundsville during the first week in October.

D. L. Largent has been appointed wreck-master at Benwood, vice R. Lough, assigned to other duties on account of physical condition. Mr. Lough was hurt some time ago and it is with deep regret that his pleasant face is no longer seen on the Relief train.

The Hitchman Coal Company has erected a tipple extending back of Benwood shop and are now using it for the purpose of wasting slag from their mine.

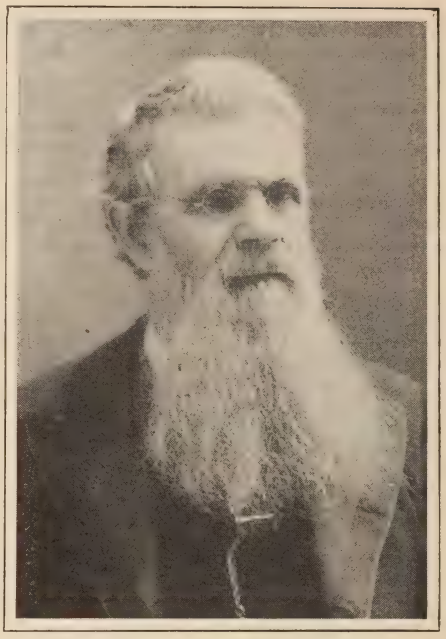
Ohio River Division

Correspondent, H. C. NESBITT

Divisional Safety Committee

O. H. HOBBS.....Superintendent, Chairman
C. E. BRYAN.....Division Engineer
O. J. KELLY.....Master Mechanic
F. O. PECK.....Acting Trainmaster and Road Foreman of Engines
DR. A. J. BOSSYNS.....Medical Examiner
J. A. FLEMING.....Agent, Parkersburg
R. E. BARNHART.....Agent-Yardmaster, Huntington
W. E. KENNEDY.....Division Claim Agent
E. CHAPMAN.....Captain Police
A. C. SCHWARTZ.....Engineer
L. R. NAYLOR.....Fireman
C. B. RIGGS.....Conductor
B. F. CHINN.....Yard Conductor
J. F. SIMMONS.....Locomotive Department
H. G. WOODYARD.....Car Department

L. F. Thompson, whose photo accompanies this sketch, was in the employ of the Company consecutively from March 4, 1857, to December 31, 1898, with the exception of four years spent in other employment. He was born in Prince William County, Virginia, September 22, 1823, and is over ninety-two years of age. In early manhood he engaged in teaching school in Virginia. In the summer of 1848 he came to West Virginia on horse back, as no railroad had been built. After four days' travel he arrived in Pruntytown, West Virginia, and applied for a position as teacher in Rector College at that place for the fall term. In commencing his duties there, as he did after a trip to Virginia and back, he engaged in teaching for a year and then returned to Virginia, where he was united in marriage to Miss Sarah Elizabeth Lathem of Prince William County. He and his young bride then crossed the mountains in a stage coach and went to house-keeping in Pruntytown. Mr. Thompson was still engaged in teaching subjects ranging from advanced mathematics down to the alphabet. His support at this work was inadequate and in the summer he worked as carpenter and at such other employment as he could find. His health failing, his physician informed him that he needed outdoor exercise, and he obtained a



L. F. THOMPSON

situation as brakeman and entered the service of the Company on March 4, 1857. The day was stormy and snowing. Mr. Thompson related rather humorously his first experience at the "rough riding" necessary to the position in that day. He says "Railroading now is a very different thing from what it was at that time. Instead of riding in a caboose the brakeman rode on the end of the car without any shelter and in all sorts of weather. The first day of service I nearly left and the history of this railroad man thus came close to never being written. The snow covered my shoulders. I told a fellow brakeman if he would get my dinner basket off the engine that he might have my dinner, for I intended to jump off just as soon as the train slowed up enough for me to do so, and quit railroading forever. But when I got to the first stopping place the sun shone for a few minutes and I felt encouraged to go on and complete the trip."

He continued as brakeman until promoted to freight conductor, where the business required hauling heavy metal and rails for arching the tunnels. Though the service was one of labor and peril, he liked it much better than the confinement of teaching, because his health had been restored. He was then made passenger conductor between Grafton and Parkersburg. Shortly after this time the Civil War began. On the morning of Monday, May 27, 1861, Mr. Thompson carried the regiment of Union soldiers from Parkersburg to Webster near Philippi, in which place, early the next morning after their arrival, was fought the first engagement of the war in West Virginia, if not in the

United States. About the first of April, 1862, he was sent to Parkersburg to take a position in the freight office as clerk and he moved his family to that town. Mr. Thompson retired sixteen years ago, and lives in comfort at his home in Parkersburg, much respected and beloved by everyone, old and young, with whom he comes in contact.

Since Terrapin Park has been closed, it is a mystery to everyone where Bert Reger goes for his Sunday night stroll, but we do know that there is a powerful magnet out near 24th Street.

W. S. Oliver, who for the past several years has been employed in Parkersburg freight house, has accepted a position with the police department.

E. F. Kearns spent a few days in Martinsburg, visiting friends and relatives, but is now back on the job.

H. E. Pursell, relief agent, has returned from Virginia, where he spent his vacation.

Our efficient messenger boy in the superintendent's office, R. R. Eskey, has purchased a new Overland car, "1880 model." His promise to the boys of a fast ride has not yet been fulfilled.

J. K. Jolly, cashier of the Huntington freight office, who has been absent on account of sickness, was a visitor at Huntington for a few days during the last week of September.

The accompanying picture is of the float which was in the Industrial Parade during the week of the Fall Festival at Huntington, W. Va. You will note that it advertises our Fast Freight Train No. 97 from all eastern points. As this parade covered a space of about five miles and was witnessed by about fifty thousand people, we feel that the display was good advertising of our service. The car was occupied by Messrs. R. E. Barnhart, agent and yardmaster; R. L. Hamme, traveling freight agent; J. L. Moore, chief clerk; J. J. Flaherty, freight house foreman; C. H. Holtzworth, assistant cashier, of Huntington, W. Va., and O. C. Ogg, commercial freight agent, Cincinnati, Hamilton & Dayton Railway.



OUR REPRESENTATIVES IN FALL FESTIVAL AT HUNTINGTON

The Huntington Fall Festival was witnessed on the last night by general manager Galloway, industrial agent N. L. Gilford, general superintendent W. H. Averill, and superintendent O. H. Hobbs.

They were shown the exhibits and were entertained while here by members of the Huntington Chamber of Commerce.

J. McFee is reported getting along very nicely.

V. T. Renner has returned from his vacation, part of which was spent in Philadelphia witnessing the fifth game of the world's series. He has been very busy telling the boys about that eventful game and in many instances some of them have left him still talking baseball. He is a 33rd degree rooter for the Sox.

Mr. Dulaney, who was injured a few weeks ago, is mending rapidly and hopes to be out again very soon.

The business is very heavy on this division at the present time. We are moving sixty or sixty-five cars of stock per week from points south of Parkersburg to Pittsburgh, and corn, wheat, oats, live poultry, etc., is being handled in large shipments. We are handling from seventy-five to one hundred loads of coal each day and bridge material is also coming in very fast.

The new Parkersburg-Belpre bridge is proceeding with great rapidity, both of the 7-strand steel cables having been put in position.

The new power plant being constructed by the Kanawha Traction & Electric Company is nearing completion.

E. J. Langhurst, road foreman of engines and trainmaster, who was injured on September 17, is getting along very nicely. F. O. Peck of the Newark Division is acting in Mr. Langhurst's absence.

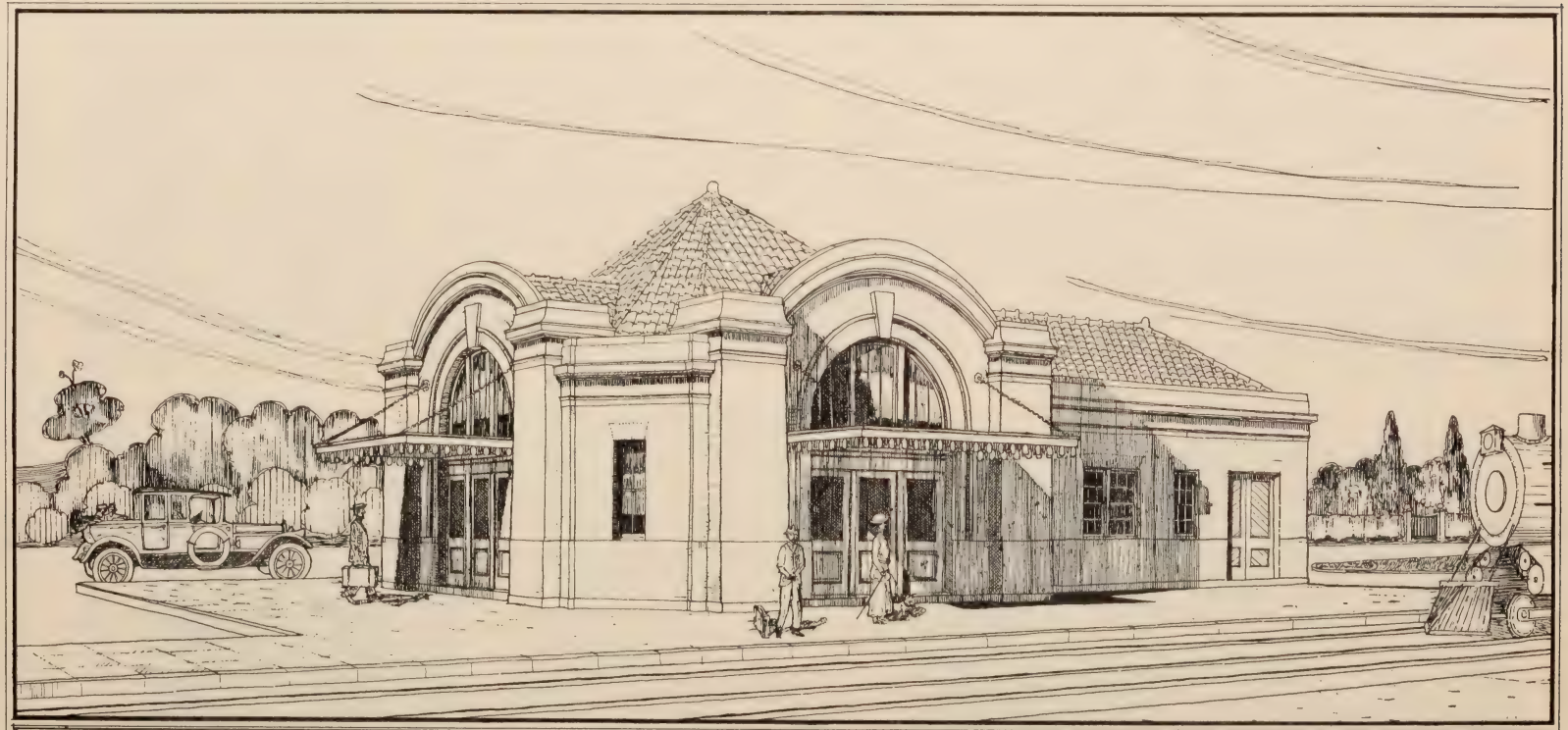
R. L. Jones, conductor, proudly announces the arrival of a new baby boy.

Caller Max McCann has been promoted to yard clerk.

P. McCabe, yardmaster, in the Low yard, has returned from his vacation spent in Ohio hunting rabbits. He reports that the rabbits held several prayer meetings before he arrived, but that he got some game. Pete is a strong supporter of Doan's Kidney Pills and recommends them to any one—at least all the newspapers say so.

G. C. Flint, secretary to division freight agent, has become more popular than ever with the fair sex since becoming the owner of a Ford runabout—that is, run about a mile without stopping. One night last week Garland stayed out until almost ten o'clock.

THE BALTIMORE AND OHIO IS ENDEAVORING, AS FAST AS ITS RESOURCES WILL PERMIT, TO ENHANCE THE ATTRACTIONS OF THE CITIES AND TOWNS IT REACHES BY THE ERECTION OF COMMODIOUS AND ARTISTIC PASSENGER STATIONS. THE SKETCH BELOW SHOWS ONE OF OUR PROPOSED NEW BEAUTIFUL BUILDINGS



PROPOSED PASSENGER STATION · CANTON OHIO

THE BALTIMORE AND OHIO SYSTEM. M A LONG, ARCHITECT.

7602

Cleveland Division

Correspondents

W. T. LECHLIDER AND L. J. HARTMEYER

Divisional Safety Committee

PERMANENT COMMITTEE

W. T. LECHLIDER	Chairman
L. J. HARTMEYER	Secretary
J. E. FAHY	Trainmaster
J. E. LLOYD	Division Engineer
J. A. ANDERSON	Master Mechanic
P. C. LOUX	Road Foreman of Engines
A. J. BELL	Terminal Agent
DR. R. D. SYKES	Medical Examiner
G. J. MAISCH	Division Claim Agent

ROTATING MEMBERS (to serve three months)

C. C. DAVIS	Agent, Midvale, O.
T. KOESTER	Machine Foreman, Cleveland, O.
J. DRENNAN	Supervisor, Elyria, O.
A. ROBINETTE	Freight House Foreman, Uhrichsville, O.
F. E. BACHTEL	Piece Work Checker, Lorain, O.
C. H. FERGUSON	Agent, Elyria, O.
B. A. BLACKWELL	Fireman, Lorain, O.
J. S. CHAMBERS	Engineer, Cleveland, O.
T. J. WARD	Conductor, Akron, O.
E. C. FERGUSON	Brakeman, Lorain, O.
S. M. STEWART	Conductor, Lorain, O.

The Safety Bulletin of this division, dated October 28, reached the office of the MAGAZINE soon after that date and showed fifty-seven items on the division reported and satisfactorily disposed of for the month of September.

The bulletin had the following introduction:

"This bulletin is published for the benefit of employes and others concerned in the promotion of 'Safety First,' to show what is being accomplished by the different members of the Divisional Safety Committee.

"The benefits derived by reducing the number of personal injuries not only affect the Company but every employe and his family who obtain a livelihood by the use of all their faculties. These are seriously impaired when personal injury results, and we feel that we have the cooperation of every employe in this movement. Following is a list of items reported corrected or action taken during the month of September, 1915."

There followed a list of the items corrected with the names of the safety committeemen making the report. The repairs and changes made showed a wide diversity in the activities of the safety committee and the efforts being made by the Company to back them up in this connection to the fullest possible extent.

In an endeavor to enlist the cooperation of all employes on this division in the campaign to "keep the cars moving," the superintendent sent out on October 27 the following bulletin:

All Employes:

Did you ever stop to think that a car standing still in times of car shortage was losing the Company to which it belongs approximately five dollars a day, and that this loss results in corresponding decreased revenue? Decreased revenue leads to decreased forces. Let every one make special effort to have shippers load and unload cars promptly.

Those whose duty it is to move them do so promptly, and thus increase our car mileage, which means increased car supply; increased car supply means increased business; increased business means increased forces and better working conditions, and am sure each of us want to see this.

Special credit will be given those who succeed in saving a day's delay to a car, if they will write me and show how they did it. Get busy and get your name on the list.

F. Woods, commercial freight agent, commented to Mr. Lechlider on this circular.

"This is one of your best circulars. If a carrier is eight days in performing a service that the schedule shows should be done in four days, they, the carriers, are only using half of their equipment up to capacity."

The following employes have put forth special effort in the EFFICIENCY movement by gathering up material along the line of road and sending it to the various shops and storehouses. Their records for the period October 5, 1915, to November 5, 1915, also appear:

NAME	OCCUPATION	SAVINGS EFFECTED
G. M. Blauman	Conductor	$14.64
R. T. Andrews	Brakeman	4.21
E. Doran	Tool House Attendent	4.00
Uhrichsville Station Force		2.00
J. Griffith	Fireman	2.00
M. L. Donahue	Engineer	1.50
W. Singer	Engineer	1.00
J. J. Quinlan	Engineer	1.00
H. F. Cisgen	Brakeman	1.00
Aultman Station Force		.80
R. W. Bair	Engineer	.75
E. E. Stilgenbauer	Fireman	.75
G. Lizzatro	Section Foreman	.75
T. E. McClosky	Section Foreman	.70
A. Nore	Fireman	.45
J. E. Eckles	Fireman	.45
P. K. Blackiston	Yard Clerk	.25

Our Division has received credit for $388.60 for stationery returned to Baltimore tabulated up to September 1. This shows what can be done by the careful handling and returning of all stationery not needed by different offices.

On September 27, the fireman called for train No. 96 for 9.00 p. m. reported sick, giving shop people about forty-five minutes to get another fireman. Fireman E. H. Body was called for the run, got to the shop from his home five or six miles away in forty-five minutes, not stopping for lunch, thereby getting train No. 96 out without any delay. His action in this instance is highly commendable.

On October 9, brakeman W. F. Hook, Lorain, while on his way home noticed water leaking from Erie Avenue stand-pipe and promptly shut it off. The water was leaking in about a two inch stream and is metered water. This is certainly along lines of proper efficiency.

M. Gildea, coach foreman; F. J. Wolfe, stationary engineer; M. Mayer, night engineer; F. C. Bumgarner, baggagemaster; T. C. Bumgarner, brakeman; J. H. Ranft, baggagemaster, and the car repair and cleaning forces are to be commended for the neat condition of the engine room and basement of Cleveland passenger station, which they have cleaned and painted. Its appearance was commended highly by Mr. T. E. Trombla, inspector, bureau of explosives.

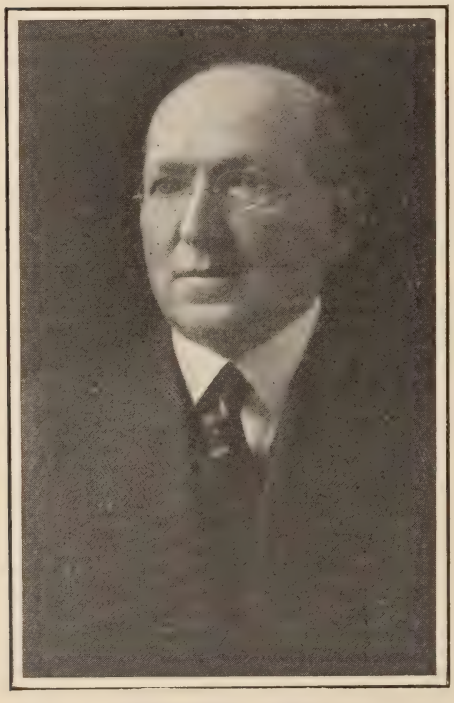
Engineer H. Lynch and fireman J. H. Courtright are to be commended for having the cleanest and neatest engine on the Cleveland Division.

Effective October 11, 1915, J. R. Davis was appointed agent at Tippecanoe, Ohio, vice J. L. Rogers, furloughed.

The importance of Cleveland as a growing centre for handling a valuable part of the ever-increasing freight traffic of the Baltimore and Ohio is general recognized. But our enlarged business is not only due to the locality with its manufacturing trade, and to commercial and industrial conditions, but also to our affable, gentlemanly, wide-awake commercial freight agent, Charles F. Wood.

The retiring nature of Mr. Wood has kept him in a less conspicuous position than are some of the other ruling spirits of the transportation world, with whom his business interests bring him in contact. But he has no superior in the exhaustive analysis of transportation problems. His power of quick and accurate comprehension of transportation accounts is little short of marvelous; he is able to detect accuracy or error almost on sight. Mr. Wood has a substantial reason for each of his acts and a confidence in his own judgment that his careful methods justify, and his ripe experience in railroad transportation traffic makes him a helpful factor in advancing the interests of the Baltimore and Ohio. And his sterling character and high ability make him a valued counselor and coworker with his official family, who are, in reality, his comrades. The personality of Mr. Wood is attractive and his appearance commanding. His gentle speech, kind heart and charitable disposition, make him an agreeable person whether in the pursuit of business or of pleasure. Notwithstanding his onerous duties, he takes a deep interest in everything connected with the welfare of Cleveland. And he gives freely his time and energies as well as his financial aid to all movements having in view the good of humanity.

Mr. Wood is a member of the Cleveland Chamber of Commerce, a Shriner, and much in demand as an after-dinner speaker. He is the dean among the traffic representatives of Cleveland railroads and has a high place in the ranks of efficient and valuable commercial freight officials.



CHARLES F. WOOD

Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

Divisional Safety Committee

REGULAR MEMBERS

J. H. JACKSON.....Superintendent, Chairman, Newark, O.
C. C. GRIMM.....Trainmaster, Vice-Chairman, Newark, O.
C. H. TITUS.....Assistant Trainmaster, Newark, O.
J. TORDELLA.....Division Engineer, Newark, O.
J. S. LITTLE.....Road Foreman of Engines, Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
DR. A. A. CHURCH.....Medical Examiner, Newark, O.
D. L. HOST.Trainmaster and Chief Train Disp't,Columbus,O.
A. C. RICHARDS.....Freight Agent, Zanesville, O.
C. G. MILLER.....Shopman, Newark, O.

ROTATING MEMBERS

T. F. MULQUINN.....Conductor, Newark, O.
A. BRANT.....Engineer, Newark, O.
S. B. SMITH.....Switch Tender, Newark, O.
R. MCLELLEN.....Fireman, Newark, O.
J. E. HORN.....Chief Car Inspector, Newark, O.
J. P. FLOYD.....Machinist, Newark, O.

Clyde F. Farmer, of the superintendent's office, has returned to his desk after two weeks' vacation, which he reports well spent, including a trip to Philadelphia, where he witnessed the world's series.

Harry W. Wooles, accountant, superintendent's office, has gone on his vacation with his wife and will take in the Panama Exposition.

Paul W. McCahon, operator, who has been wearing a smile for some days past, has left the city bound for the Golden West and Panama Exposition. From the newspapers we also learn that he did not go alone. Mrs. McCahon is a very estimable young lady of the neighboring village of Utica, Ohio.

John R. Price, maintenance of way accountant, has also departed on his vacation, accompanied by his wife. They will enjoy a visit with friends and relatives in New York and Carolina.

The Newark passenger station and surrounding buildings have recently been repainted and present a very attractive appearance.

Harry L. (Cy) Ball, chief clerk to trainmaster, has recently returned from the watery

confines of Northern Minnesota with an abundance of fish stories, but no fish. He also exhibited a number of photographs to substantiate his claims to a real fisherman's prowess, which we admit made some impression; however, he has since told us of a "big one" that followed his boat around for two days, and now —well—!

The "bonus" system has recently been installed in Columbus freight station. Good results are already in evidence as a result of the installation of this new method, and there is no question but that it will work to the advantage of employes, as well as the Company. The installation was made under the supervision and direction of J. K. Graham, superintendent of station service.

C. O. Dutcher has been appointed agent at Barnesville, Ohio, station, having been transferred from the agency at Waterford, Ohio, on O. & L. K. Branch, at which point he has a host of friends who will wish him success in his new field of efforts.

A. J. Gallagher, for many years station agent at Gibson, Ohio, has retired, and has taken up his abode in Oakland, Cal.

F. O. Peck, engineer, has been transferred to Ohio River Division, as assistant road foreman of engines.

The shops at Newark have been working full forces, and the equipment is being put in the best condition for winter service, with a heavy demand for open car equipment. It has been necessary for the car forces to work overtime and Sundays.

A general examination of all employes on Book of Rules is now under way, and much interest is being taken in the work, as evidenced by large attendance at daily classes.

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton.....Superintendent, Chairman
L. K. Yohe.....Trainmaster
A. P. Williams.....Division Engineer
E. N. Cage.....Road Foreman of Engines
Dr. H. M. Koehler.....Medical Examiner
J. A. Fleming.....Freight Agent
H. E. Himes.....Agent
E. E. McDonald.....Agent
H. D. Whip.....Relief Agent
G. M. Woodward.....Locomotive Engineer
J. Ridgeway.....Locomotive Fireman
M. H. Mickey.....Freight Conductor
R. R. Whipkey.....Yard Brakeman
Geo. Beatty.....Pipe Fitter
J. P. Butler.....Air Inspector
Jesse Burnsworth.....Section Foreman
R. W. Whipkey.....Secretary

We take pleasure in announcing the marriage of J. Herbert Walton, fuel clerk in the master mechanic's office at Connellsville, to a young lady of Cumberland, Md. (owing to Herb's absence we have been unable to secure the name). This will be a source of extreme gratification to the pass clerk, who expects a decided falling off in the pass business. J.



"I'll Tell You What's Holding You Down, Jim—

you are short on *headwork*—that's *your* trouble.

"You've never learned to do anything that requires very much knowledge or skill. You're just an ordinary workman. Fifty or sixty dollars a month is about all you'll ever get—unless you quit wasting your time and train yourself for a better job.

"Right now I've got openings for a Chief Clerk and Accountant, two Stenographers, a Draftsman, and an Electrician. But you can't fill any of these jobs, Jim, and so you can't get the pay that goes with them."

Perhaps *you* are in Jim's fix, although your boss hasn't told you so. It would be a good idea to take account of yourself and find out. You are ambitious to prosper, to rise, to make more money; you can *do* it, with the help of the International Correspondence Schools.

For 24 years the I.C.S. have been helping "held-down" men to rise, and the increases in the earnings of these men amount to *millions* of dollars. I.C.S. training puts money in your pocket; it comes right to your own home, by mail, and it's made to fit *your* circumstances, whatever they may be.

Don't cheat yourself any longer—at least mark and mail the coupon and find out. No obligation, no cost but a postage stamp—Act!

International Correspondence Schools
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Please explain, without obligating me, how I can qualify for the position, trade or profession before which I have marked X.

BOOKKEEPING	ELEC. ENGINEERING
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Mechanical Drafting	Agriculture
Automobile Running	Poultry Farming
Mining Engineering	Lettering & Sign Painting
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Railway Mail Clerk	SALESMANSHIP

Name _____
Street & No. _____
City _____ State _____
Occupation _____
Employed by _____

Please mention our magazine when writing advertisers

Herbert and his choice have the best wishes from the office force.

Morgantown, W. Va., is undergoing a building boom which it is expected will be unprecedented in the history of the city. A few of the more important improvements and the expenditures involved are:

University buildings (1915 appropriations)	$ 60,000
University buildings (1916 appropriations)	200,000
Joint appropriation, state and county, for purchase and improvement of state farm connected with the West Virginia University	75,000
Post Office building	100,000
Cement bridge across Deckers Creek	100,000
Masonic Temple	30,000
High School building	150,000
Road and street bonds	300,000
U. S. Window Glass Co., improvements, plants 1 and 2	400,000

A further evidence of the return of prosperity on the F. M. & P. Branch is the erection at Van Vorhis, W. Va., by Nelson Brothers of a glass factory. The factory will cover ground 50 x 100 feet, in which will be manufactured glass jars and similar articles under a new process. It is expected that the success of the process will necessitate the enlargement of the plant and will naturally increase the freight output in this territory.

The accompanying photograph is of the four months old son of C. E. Reynolds, correspondent and clerk to assistant superintendent at Somerset. This is the first evidence we have received of the splendid addition to Somerset's population and we are glad to publish the portrait of such a fine looking youngster.



MASTER A. J. REYNOLDS
Four months old son of Mr. and Mrs. C. E. Reynolds of Somerset, Pa.



MARY LOUISE RUSH
BURTON STANLEY RUSH
Children of B. S. Rush, Agent, Garrett, Pa.

The accompanying picture is of the children of B. S. Rush, our popular agent at Garrett, Pa. Mary Louise, age two years and six months, is on the left, and Burton Stanley, age six months, on the right.

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk, Car Accountant's Office,* Pittsburgh

Divisional Safety Committee

C. B. Gorsuch	Superintendent
T. W. Barrett	Trainmaster
W. L. Kennedy	Secretary
C. C. Cook	Division Engineer
W. A. Deems	Master Mechanic
M. O. Thompson	Road Foreman of Engines
Dr. J. P. Lawlor	Medical Examiner
W. F. Deneke	Agent, Pittsburgh
F. Bryne	Claim Agent
L. Finegan	Superintendent of Shops
A. J. Weise	General Car Foreman
Mr. Tatem	Car Foreman, Substitute
G. W. C. Day	Division Operator
T. G. Kinkaid	Engineer
Jas. McElwee	Conductor
B. F. Glunt	Fireman
C. B. Rock	Yard Conductor
C. J. White	Foreman
Dr. E. M. Parlett	Honorary Member

Brakeman J. C. Smith is wearing a large smile and passing the cigars to the boys over the arrival of a bouncing baby boy. Both mother and baby are doing nicely.

Engineer Thomas Horne, brakeman David Parsons and foreman Harry Horan have moved their families from Kane to Mt. Jewett, owing to the recent change of terminal.

Assistant trainmaster W. C. Neagle is confined to his home on account of illness. We are hoping for his prompt recovery.

Conductor R. B. Beegle has returned from his vacation and reports having had a very enjoyable trip. Mr. Beegle has been acting general yardmaster at Glenwood since his return.

H. B. Smith, formerly of the car distributer's office, and more recently traveling car agent from Mr. Kearney's office, Baltimore, has been appointed assistant yardmaster at Glenwood. We expect Mr. Smith to make good in his new position, as he has in his other undertakings.

Former yard clerk A. W. Ward, Glenwood, has been transferred to the road department as brakeman. There is no question but that Mr. Ward will succeed in his new work.

The accompanying photograph is of assistant claim agent, Frank V. Bryne, of Pittsburgh, who entered the services of the Company in 1892 as claim agent of the entire Philadelphia Division. In 1901 he was transferred to the Pittsburgh Division in the same capacity and has faithfully performed the duties of this important office every since. During his fourteen years service here, Mr. Bryne has made and retained the friendship of every employe on the division as well as of thousands of outsiders. We congratulate Mr. Bryne heartily



FRANK V. BRYNE

for his past success and hope he may remain with us for a long time to come. Mr. Bryne was born in Wales in the year 1861, and changed his residence to the land of liberty in 1881.

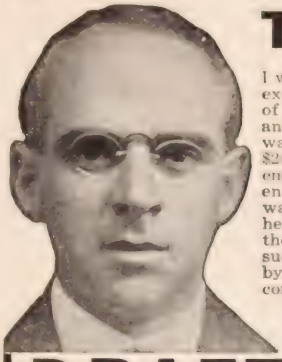
New Castle Division

Correspondent, F. E. GORBY, *Chief Clerk*
New Castle

Divisional Safety Committee

J. W. KELLY, JR. ..... Superintendent, New Castle, Pa.
C. P. ANGELL ..... Trainmaster, New Castle, Pa.
H. L. GORDON ..... Division Engineer, New Castle, Pa.
J. J. MCGUIRE ..... Master Mechanic, New Castle, Pa.
J. B. DAUGHERTY, Road Foreman of Engines, New Castle, Pa.
JAMES AIKEN ..... Agent, Youngstown, O.
DR. E. M. PARLETT ..... Medical Examiner, New Castle, Pa.
C. G. OSBORNE ..... Division Claim Agent, Youngstown, O.
F. H. KNOX ..... Agent, New Castle, Pa.
H. SMITH ..... Agent, Newton Falls, O.

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I want to prove entirely at my expense that I can take you out of your small, low wage job and into a profession that always offers you a bigger salary, $2400 and more yearly, steady employment and an independent future of prosperity. I want to show you how I have helped all kinds of men out of the lowest-paid jobs and into success through training them by my personal method to become Expert Draftsmen.

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$2,400.00 a Year

If you realized the almost unlimited opportunities of big income and success open every day for competent Draftsmen—if you realized the independence, the influence and the prosperous future afforded in this wonderful profession—I am sure you would lose no time in becoming a Draftsman. Draftsmanship is the profession that means steady employment and prosperity regardless of unsettled conditions. Right now the need for competent Draftsmen is tremendous. Buildings, machines and structural work of all kinds are always planned and Draftsmen are needed everywhere at handsome salaries. Let me prove absolutely that right now is the time for you to begin preparing yourself for the vast opportunities in Draftsmanship.

I Teach You No matter who you are or what you work at now, let me prove quick how easy I can train you in your own home in your spare time—how plain and practical my personal instructions are—how I teach you personally everything a successful Draftsman must know. I give you the training the big employers of Draftsmen in this country demand. When you follow my personal instructions you learn under a Draftsman who is successful. You need no previous experience—I train you from the ground up in the shortest time. Keep your present position and earn while you learn.

YOU ARE NEEDED Big positions paying $2400 and more yearly are open right now. These grand opportunities are open to you if you begin at once. Let me prove how competent Draftsmen can advance to big, powerful positions as Chief Draftsman, Chief Engineer or Superintendent at big salaries or open an office and make big money.

FREE $17.50 DRAFTSMAN'S OUTFIT Write me now and I will give you absolutely free a magnificent set of **Draftsman's Drawing Instruments,** valued at $17.50—same as I use. Every Draftsman needs these—they last a lifetime.

SMALLEST, EASIEST PAYMENTS

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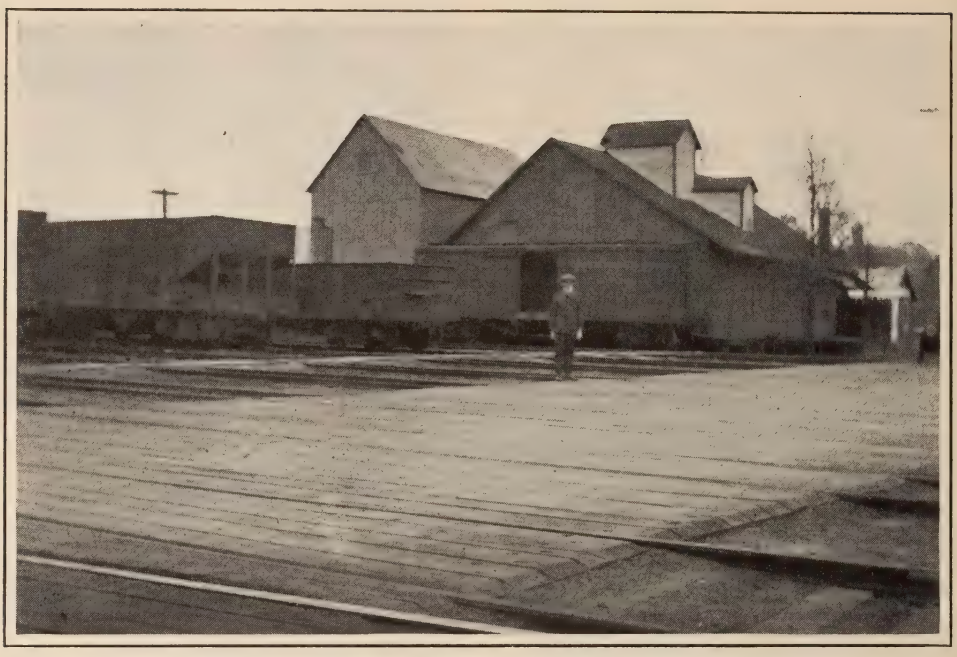


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THE WATER STREET CROSSING AT CHARDON, OHIO

Eleven tracks cross here and the picture shows how well kept is the crossing

W. A. Elwell.....Road Engineer, Youngstown, O.
C. A. Chaplin.....Road Foreman, New Castle, Pa.
T. G. Fahey.....Road Conductor, Youngstown, O.
P. A. Simpson.....Yard Conductor, Youngstown, O.
Alex Thoirs.....Wood Car Shop Foreman, Painesville, O.
M. D. Wagner....Pipe Shop Foreman, New Castle Jct., Pa.
C. T. Robison.....Car Foreman, New Castle Jct., Pa.
E. C. Fowler.....Supervisor of Track, Warren, O.
A. T. Humbert.....Master Carpenter, New Castle, Pa.
C. H. Waldron....General Yardmaster, New Castle Jct., Pa.

The position of division operator has been re-established on the New Castle Division, and our old friend J. O. Huston has been appointed to the job. W. P. Cahill has been appointed day chief dispatcher and C. S. Steinmetz, night chief dispatcher.

The beautiful gentleman in the prow of this "ocean liner" is division operator J. O. Huston, while the gentleman immediately to the rear of him is F. E. Gorby, chief clerk to superintendent.



ROUGH WATER

This picture was taken some time ago while they were enjoying the balmy breezes at Cedar Point.

R. N. Foltz, chief clerk to trainmaster at New Castle Junction, has been transferred to the Hours of Service Bureau in Baltimore. We will miss Dick, especially the horseshoe pitchers. We join in wishing him well in his new position. We also extend our sympathy to him and his wife in the loss of their little son on October 20.

Chicago Division

Correspondent, S. V. McKennan, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. F. Keegan.....Chairman, Superintendent, Garrett, Ind.
T. E. Jamison....Vice-Chairman, Trainmaster, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
H. H. Harsh.....Division Engineer, Garrett, Ind.
F. W. Rhuark.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
R. R. Jenkins.....Secretary Y. M. C. A., Chicago Jct., O.
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick....Medical Examiner, Chicago Jct., O.
J. D. Jack.....Claim Agent, Garrett, Ind.
John Draper.....Agent, Chicago, Ill.
W. A. Clefford.....Agent, Garrett, Ind.
C. E. Hart.....Engineer, Garrett, Ind.
G. E. Ebersole.....Fireman, Garrett, Ind.
S. C. Springer.....Conductor, Garrett, Ind.
Ben Fellers.....Yard Conductor, Chicago Jct., O.
J. H. Garrett.....Machinist, Chicago Jct., O.
J. T. Kernan.....Machinist, South Chicago, Ill.
W. J. West.....Machinist, Garrett, Ind.

The accompanying picture is of passenger engineer John Francis Mitchell, of Garrett, Ind., and his grandson, Mitchell John Bowden, the latter being in uniform, as "Johnny" Bowden, future Baltimore and Ohio engineer.

Mr. Mitchell entered the service of the Company when he was only twelve years old and a large part of the intervening years (he is now sixty-three years old) have been spent on the Chicago Division. He is still in active service, running on Nos. 13 and 14.

In 1884 Mr. Mitchell bought property just outside of the city limits and, when not working, the veteran engineer enjoyed to the full the pleasures of his farm and garden. However, he has now disposed of this property and is getting his recreation in driving a six cylinder Auburn, as well as enjoying his summer home at Crooked Lake, Ill. The young engineer in the picture is also the grandson of John N. Bowden, district superintendent of motive power at Wheeling, W. Va., and the boy's father is speed recorder instructor at Garrett.

We hope that the youngster will grow up worthily to continue the record which his forbearers have made with the Company.



JOHN F. MITCHELL, Grandfather
MITCHELL JOHN BOWDEN, Grandson

Agent A. D. Winner of Walkerton, Ind., accompanied by his wife and three daughters, spent a very delightful vacation of six weeks in Washington, Oregon and California, visiting with relatives and taking in the exposition.

Work on the new station at Deshler, Ohio, has been started, and is progressing rapidly. When completed it is to be used jointly by the Baltimore and Ohio and the Cincinnati, Hamilton and Dayton.

C. H. Whiteman, agent at Napanee, Ind., attended the fifteenth annual convention of the National Association of Railroad Agents, held at San Francisco, Cal., September 17 and 18. He reports a very delightful trip as well as an interesting and instructive meeting.

The accompanying photograph is of the Baltimore and Ohio station and agent's force at Albion, Ind. Reading from left to right are, George Minard, crossing watchman, D. G. Mathews, clerk, and W. U. Holderman, agent.



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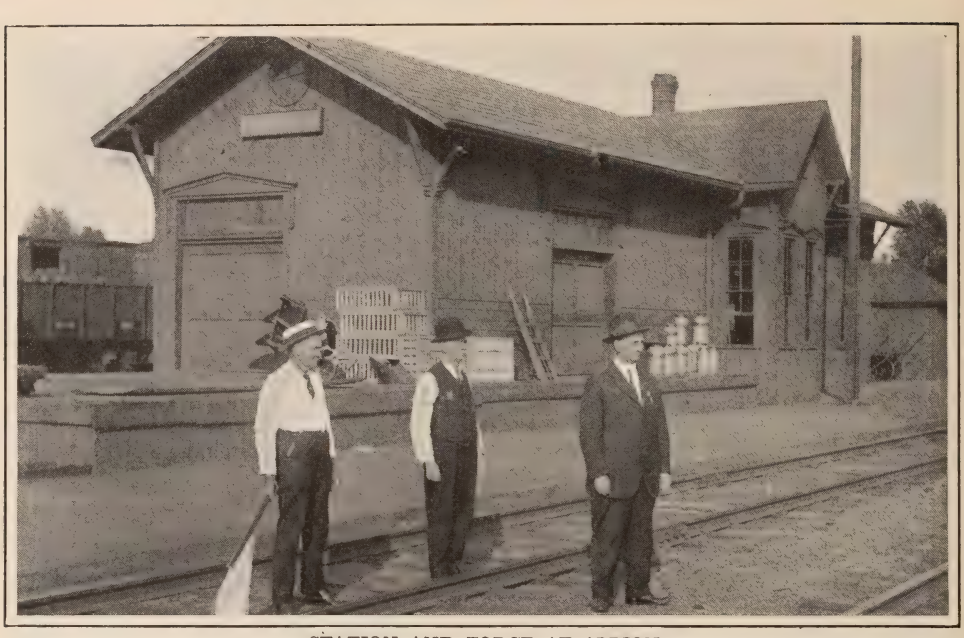
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STATION AND FORCE AT ALBION

From left to right: GEORGE MINARD, Crossing Watchman, with 35 years' service to his credit; D. G. MATHEWS, Clerk, of 33 years' service; W. N. HOLDERMAN, Agent, of 13 years' service

The accompanying picture is of yardmaster R. A. Mason, of Chicago Junction, who was elected alderman of Chicago Junction at the recent election. He played "Safety First" and the railroad boys did the rest, giving him the largest vote cast for alderman.



R. A. MASON

South Chicago

Correspondent, OSCAR WACKER, *Car Distributer*

The clerks connected with the trainmaster's and assistant agent's offices, and other employes, have formed a Checker Club at South Chicago and now challenge any other such club or any of its members who are on the System, for the championship of the Railroad.

The South Chicago Club meets daily after 5.30 p. m. and the different contests are very interesting to the members as well as to the "gallery" that looks on. At the present writing J. E. Hufton is champion for the month of October.

The officers of the club are: E. J. Boyle, president; J. E. Hufton, vice-president; Ralph Ashton, recorder; Paul Wegener, treasurer; Edward Murphy, corresponding secretary, and E. E. Hunsicker, referee.

All communications for contests should be addressed to E. J. Boyle, chief clerk, assistant agent's office, Ninetieth Street, South Chicago. The club wants to take advantage of the circulation of our EMPLOYES MAGAZINE to call the attention of all checker players to our club. It is our desire to hear from our interested co-workers, as to the advisability of organizing a grand circuit of checker clubs on the System. We would appreciate any correspondence on this matter.

Arrangements for playing games should be made for after supper hours as, lately, several telephone calls have been received at the agent's office from the wives or sweethearts of the players asking whether they had to work overtime every night in the week. (Don't smile, this is true.)

Chicago Terminal

Correspondent, G. W. HESSLAU, *Claims Investigator*, Chicago

Divisional Safety Committee

J. L. NICHOLS.....Superintendent, Chairman
J. W. DACY.....Trainmaster
G. P. PALMER.....Division Engineer
F. W. LAMPHERE.....Assistant Engineer
ALEX. CRAW.....Division Claim Agent
C. T. HORGAN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. McDONALD.....Supervisor, Chicago Division
WM. HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Assistant Road Foreman of Engines
CHAS. ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
S. BLOYE.....Conductor
THOS. FOGG.....Engineer
P. H. BILLETER.....Fireman
W. H. EGAN.....Conductor
A. L. REEVES.....Engineer
GEO. HENDRIX.....Fireman
H. M. JOHNSON.....Engineer

Personal injury Bulletin No. 23, issued by the chairman on October 6, covering injuries incurred during the month of September, shows that in spite of all we can say and do, the injuries during that month were forty as against thirty-six in August, and while there are only one or perhaps two serious cases, there were a great many that it does seem could have been avoided. We all know that in the majority of cases the man who was injured might (by the exercise of more precaution) have saved himself the injury he received, which again calls to mind the necessity for everyone employed in the service being extremely careful while working, not only for the protection of a co-employe, but for his own safety. It naturally follows that if a man is very careful about his own safety, he will be careful concerning the safety of those working with him. EXERCISE PRECAUTION.

Daniel J. McNeil, stenographer in the president's office, was chosen to represent the Terminal at the military training camp for business and professional men held on the military reservation, Fort Sheridan, Ill., during the period September 20 to October 17. The camp was held under the direct supervision of officers of the United States Army and the purpose was to offer an opportunity to business and professional men of military age to qualify themselves for efficient service to the country in case of need. Many concerns and corporations sent an employe as their representative and Mr. McNeill was chosen to represent us. The camp numbered five hundred. Mac's home-coming was a sight to behold. His hair was brushed back in a careless manner, undoubtedly due to fast rides on the noble steeds at the camp. His face and neck were badly burned by the sun, which might be attributed to exposure occasioned while "fighting at the front." And he walked so straight and erect, square shoulders, etc. We cannot exactly account for this, although military training has been known to bring about such improvements. Mac tells of some very interesting experiences while at the camp and if space would permit we would publish them all.

The members of the city department of smoke inspection have been more active of late than ever before in Chicago. They not only observe smoke violations during the day, which has heretofore been the custom, but all during the night as well. Their making night observations has reduced our long high standing considerably and it behooves all concerned



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to interest themselves more in the abatement of smoke. Enginemen should be just as cautious in preventing smoke at night as they are during the day, and if each performs his duty we will soon find the Terminal at the top of the list.

The following letter signed by Messrs. William, Joseph and Francis McCann, employes at the local office was referred to the correspondent. "Mr. P. J. McCann and family wish to acknowledge with sincere thanks, the kind expression of sympathy of the employes of the Baltimore and Ohio Chicago Terminal Railroad Company, and of the many friends as shown in the bereavement of our beloved wife and mother; also the beautiful floral offering furnished by the employes of the local and yard office."

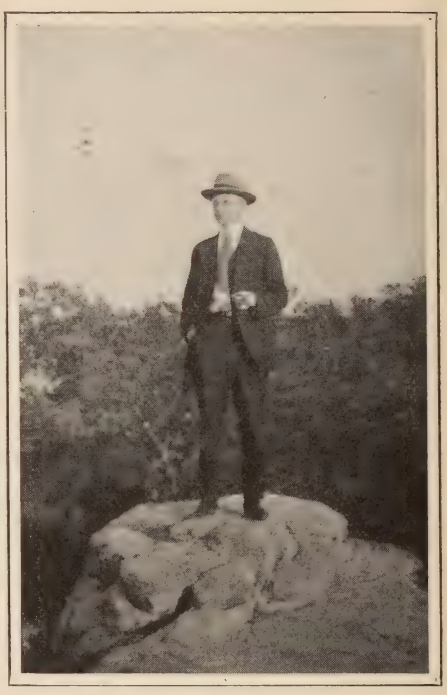
The installation of automatic signals necessary to complete the block protection between the Grand Central Station and South Chicago is now under way. When this is completed our trains will have complete automatic protection from Milford Junction, Ind., to the Grand Central Depot, a distance of 112.7 miles.

Track elevation is now under way between 59th and 63d Streets. This elevation, which will be across 63d Street before the winter, also includes the alignment of the tracks.

Switchman Frank M. Dotzauer, who has been on the disability list for over two years now, is improving gradually and we hope to see him back on the job again. Frank, Jr., twenty months old, and Lucile, three years seven months old, shown in the accompanying picture, are Frank's pride and joy.



THE DOTZAUER CHILDREN



"JACK" MADIGAN

The accompanying picture is of J. J. Madigan, of the trainmaster's office, while on his recent vacation at Starved Rock, near Ottowa, Ill., the latter being his home town. Jack is standing on what is known as "Lover's Leap." He arrived back safe and sound, so we have concluded that what he may have been thinking of when the picture was taken has probably been forgotten by this time.

Archie Ballard, engineer at Robey Street, was laid up about a week suffering from a boil underneath his right eye. He is now recovered.

About 6.00 p. m., September 14, Al Dundee of the engineering office was seen and his actions closely observed at Douglas Park by one of the correspondent's "secret agents." The "agent" reported that "she" was very good looking and also stated that Al was trespassing. What the "secret agent" meant by this, Al alone can tell and should he desire to vindicate himself of this charge the privilege of the MAGAZINE is accorded him.

Due credit must be given Messrs. Wertenberg and Clark, even though at first their mustaches did look like misplaced eye-brows. Creditable mention must also be made of the fact that Howard's mustache outnumbers Roy's by about six hairs. Now since they have attained what we first thought was the height of their ambition, which one will shave it off first?

The tracks between C. G. W. Junction and Madison Street, Forest Park, Ill., are being stone ballasted. This will make a decided improvement in conditions.

The main line between Phoenix and Thornton, Ill., on the Chicago Heights extension is being stone ballasted.

A new passenger station is being erected at 75th Street near Western Avenue to replace the station which was destroyed by fire on the night of August 20.

A new freight office has been erected at Dolton, Ill.

Frank Rauen, who has been on auditor F. B. Huntington's farm for the past seven months, is back at work in the auditor's office again.

Martin Brennan, the agile stenographer in the engineering department, spent his vacation at a town he calls Wauwatosa. "Mickey" said he had a great time dancing and playing tennis (the latter being his latest achievement) and would gladly tell us in what state this town is located, but it seems that he does not know himself. Perhaps he did not leave the stock yards district at all.

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IF HE DOES, INTEREST HIM.

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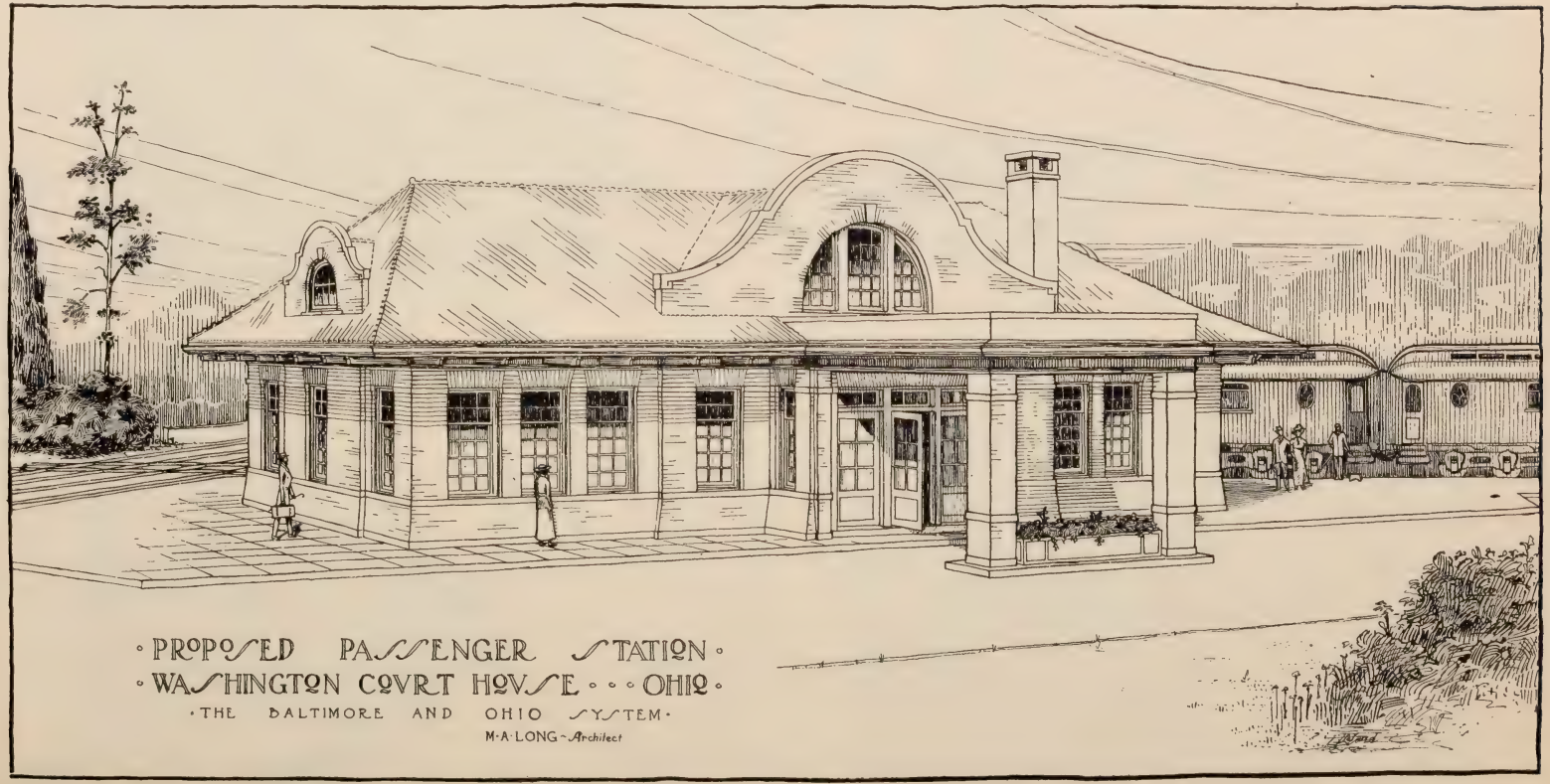


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Cincinnati Terminals

Mechanical Department

Correspondent, P. F. LANDY

Extensive improvements are being made at Storrs roundhouse, consisting of several new buildings, and the consolidation of Mill Street locomotive department with that of Storrs is contemplated in the near future.

J. M. Burke was transferred from Flora, Ill., November 1, and has taken up his duties as car foreman at this station.

E. H. Kottenbrook, who was formerly located at Washington, Ind., and transferred to this station as storekeeper some weeks ago, is making an excellent showing in the way of getting much needed material, and we feel that he will keep us well supplied at all times.

Our trainmaster, E. J. Lampert, is to be credited with holding the largest class on Book of Rules at this station, with 250 men, the meeting having been held on Sunday, a few weeks ago.

William Gerth, located at Storrs roundhouse as machinist, has recently been appointed fore man, vice the correspondent, who was transferred to Mill Street as general foreman of locomotive and car departments. Mr. Gerth is making a great showing at Storrs, and we wish him success.

General Office

One of the happy events of the month of September was the marriage of Miss Adelia Keinat, chief operator of the Baltimore and Ohio Southwestern-Cincinnati, Hamilton & Dayton general office exchange, to A. F. Meyer, chief clerk to the general superintendent of the Cincinnati, Hamilton & Dayton, the ceremony taking place on September 23, after which they left on a honeymoon trip to Washington, D. C., New York, Niagara Falls and other points.

Their many friends in the general and division offices presented Mr. and Mrs. Meyer with a handsome Victrola as a wedding gift. It was accompanied by a small leather album in which was inserted individual cards extending best wishes for a long life of happiness, etc.

One of the most unique cards in the album was that presented by W. P. Lane, the genial pass clerk in the office of the general manager, who gave them a life-time pass of The Matrimony Transportation Company, not good for stop-overs. It reads viz:

THE MATRIMONY TRANSPORTATION CO.

▼ ▼ ▼ **No. 23**

Pass Adam Meyer and Adelia Keinat

From Single Blessedness to Sea of Bliss
(With happiness and contentment)

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Issued Sept. 23, 1915 **Expires** Never

Countersigned
W. P. LANE

DAN CUPID
General Manager

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¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

The Rittenhouse in Philadelphia
On the Edge of Everywhere

CHARLES DUFFY, Manager

Ohio Division

Correspondent, C. N. Beyerley
Chillicothe, Ohio

Divisional Safety Committee

G. D. Brooke.....Superintendent, Chairman
P. H. Reeves.....Master Mechanic
E. J. Correll.....Division Engineer
R. C. Wescott.....Trainmaster
F. H. Weidemann.....Medical Examiner
E. Cole.....Supervisor
F. P. Leary.....Agent
O. D. Wright.....Gang Foreman
S. E. Leatherwood.....Switchman
C. M. Gilbert.....Fireman
Joe Michaels.....Boilermaker
Wm. Keezer.....Conductor
L. H. Simonds.....Claim Agent
Wm. Graf.....Road Foreman of Engines
N. H. Rice.....Engineer

Judson Harris, one of the oldest passenger conductors on the division, died on October 19, after a short illness. He was born September 3, 1853, entered the service of the Baltimore and Ohio in 1876, was promoted to freight conductor in 1882 and to passenger conductor in 1902. By his death we lose one of our most efficient and well liked conductors, one who worked first, last and all the time for the best interests of the Company.

Mike Branchley, the oldest passenger brakeman in point of years on the Ohio Division, died Tuesday, October 12, at his home in Loveland. Mr. Branchley entered the service of the Company in August, 1892, as freight brakeman. For the past several years he has been on the commuter trains between Loveland and Cincinnati.

Abraham Baker, passenger engineer, was recently placed on the pension list. He was sixty-five years of age on September 21. He entered our service in August, 1871, and was promoted to passenger engineer in 1909.

The position of division agent has been restored on the Ohio Division, J. E. Freshwater having received the appointment.

The installment of the telephone train dispatching system is being rapidly brought to completion. We expected that the system would be in use by November 1.

Harry B. Murdock, brakeman, and Margaret Nolan of Parkersburg, W. Va., were united in marriage October 4 at the bride's home. The ceremony was witnessed by Josiah T. Caldwell, time clerk at Chillicothe and F. A. Dugan, brakeman, of Parkersburg. "Murdy's" old friends are taking this means of bidding him "good-bye" and wishing him happiness.



CONE, ILL., YARD CREW

Left to right: Brakeman M. E. Logue; Conductor J. J. Ryan; Fireman M. Devoss; Engineer C. Nolan; Brakeman J. Morgan

Indiana Division

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

Divisional Safety Committee

E. W. SCHEER.....Superintendent, Seymour, Ind.
J. B. PERKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. A. CASSIL.....Division Engineer, Seymour, Ind.
P. T. HORAN.....Roundhouse Foreman, Seymour, Ind.
S. A. ROGERS.....Road Foreman Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
DR. G. R. GAVER.....Medical Examiner, Cincinnati, O.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.
J. E. SANDS.....Agent, Louisville, Ky.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.
W. SULLIVAN.....Engineer, Seymour, Ind.
IRA HAAS.....Conductor, Seymour, Ind.
C. B. FISH.....Brakeman, North Vernon, Ind.
FRED AUFDERHEIDE.....Fireman, Seymour, Ind.
J. W. ST. CLAIR.....Car Repairer, Storrs, O.
W. J. RUSSELL.....Boilermaker, Storrs, O.
W. E. DOWNEY.....Track Supervisor, North Vernon, Ind.

Effective October 27, R. P. Stanton was appointed agent at Charlestown, temporarily, vice C. R. Cogswell, transferred.

Effective November 3, R. Padgett is appointed agent at Paris, Ind., temporarily, vice D. T. Bellamy, transferred and Mr. Bellamy takes Mr. Padgett's place as agent at Deputy, Ind.

Illinois Division

Correspondent, C. F. WHITE, *Dispatcher*,
Flora, Ill.

Divisional Safety Committee

R. B. WHITE.....Superintendent, Chairman, Flora, Ill.
C. G. STEVENS.....Trainmaster, Flora, Ill.
C. W. POTTER.....Trainmaster, Flora, Ill.
H. R. GIBSON.....Division Engineer, Flora, Ill.
H. E. GREENWOOD.....Master Mechanic, Flora, Ill.
F. HODAPP.....Road Foreman, Flora, Ill.
H. E. ORR.....Master Carpenter, Flora, Ill.
C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
W. G. BURNS.....Supervisor, Vincennes, Ind.
F. WYATT.....Supervisor, Flora, Ill.
B. O'BRIEN.....Supervisor, Carlyle, Ill.
W. COOK.....Supervisor, Springfield, Ill.
G. H. SINGER.....Agent, East St. Louis, Ill.
W. C. DEITZ.....General Foreman, Flora, Ill.
S. B. WESTLAKE.....Medical Examiner, East St. Louis, Ill.
J. R. BRADFORD.....Claim Agent, Olney, Ill.
S. M. BOYD.....Freight Engineer, Washington, Ind.
R. E. SLOAN.....Passenger Fireman, Flora, Ill.
F. K. BROILES.....Freight Conductor, Flora, Ill.
C. R. BARMAN.....Yard Foreman, Flora, Ill.
CHAS. FULLERTON.....Machinist, Washington, Ind.
F. B. HARVEY.....Electrician, Washington, Ind.
A. O. MCLEMORE.....Freight Car Foreman, Washington, Ind.

Toledo Division

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. MITCHELL.....Superintendent, Chairman, Dayton ,O.
R. B. MANN.....Assistant Superintendent, Cincinnati, O.
E. W. HOFFMAN.....Assistant Superintendent, Toledo, O.
M. S. KOPP.....Trainmaster, Dayton, O.
C. W. HAVENS.....Trainmaster, Lima, O.
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M. P. Hoban.....Road Foreman of Engines, Dayton, O.
O. Stevens.....Road Foreman of Engines, Lima, O.
H. W. Brant.....Division Operator, Dayton, O.
W. D. Johnson.....Master Mechanic, Ivorydale, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
J. R. Casad.....Claim Agent, Dayton, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
John Sullivan.....Supervisor M. of W., Hamilton, O.
E. Ledger.....Supervisor M. of W., Dayton, O.
W. O'Brien.....Supervisor M. of W., Rossford, O.
G. W. Thomas.....Master Carpenter, Dayton, O.
G. W. Kydd.....Supervisor Signals, Dayton, O.
Dr. F. S. Thompson.....Medical Examiner, Dayton, O.
Dr. Wm. Ryan.....Medical Examiner, Dayton, O.
E. C. Skinner.....Agent, Cincinnati, O.
J. F. Fisher.....Agent, Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
J. C. Stipp.....Agent, Lima, O.
E. F. Maley.....Agent, Piqua, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. More.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima, O.
W. J. Simmons.....Road Conductor, Lima, O.
E. Rice.....Yard Conductor, Dayton, O.
A. Gronbach.....Yard Conductor, Hamilton, O.
R. E. McKenna.....Yard Conductor, Cincinnati, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
A. Brehardt.....Shopman, Rossford, O.
Frank Zureich.....Shopman, Cincinnati, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sydney, O.
E. L. Kelley.....Assistant Yardmaster, Rossford, O.
Wm. Rosche.....Shopman, Ivorydale, O.
J. S. McLean.....Secretary to Supt., Secretary, Dayton, O.

E. F. McCafferty has been appointed roundhouse foreman at Toledo, vice C. E. McGann, who has been transferred to a similar position at Ivorydale.

C. H. Lampton has been appointed assistant storekeeper at Toledo.

William Schoof, one of the fastest Hulett operators on the Great Lakes, has re-entered the service at the Toledo ore dock.

Edward Schoof, foreman of the ore dock, Toledo, has resumed work after being off for ten days on account of sickness.

Thomas Welsh, yard conductor at Rossford, and his wife, took a vacation, visiting New York and other eastern cities.

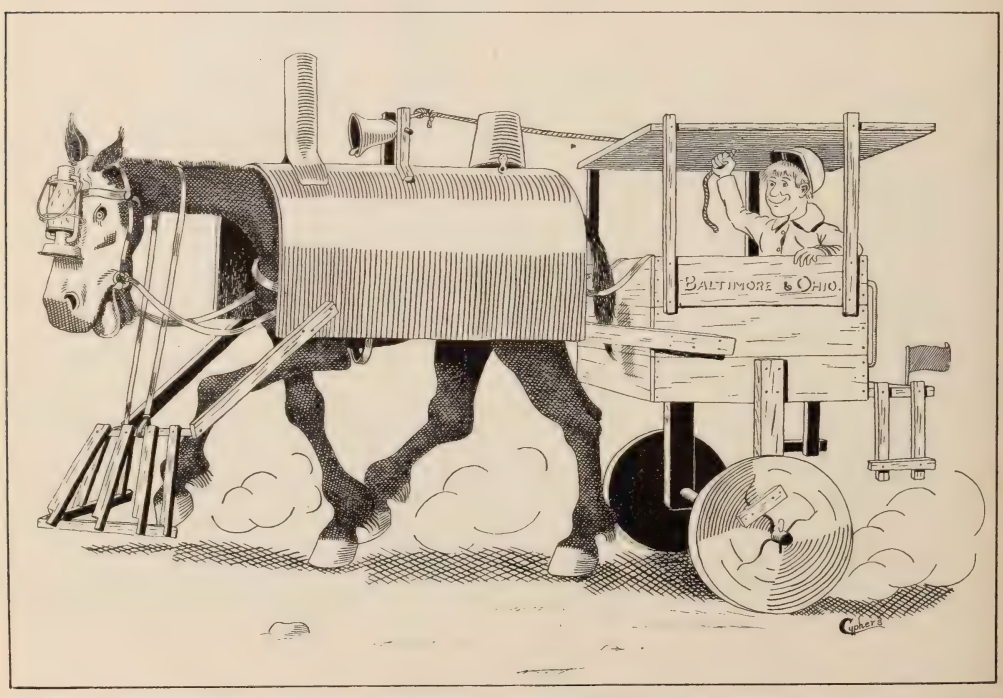
Leonard Thurston, switchtender at Rossford, and his wife, have returned from a trip to New York City.

W. J. Lavigne, fireman at Toledo, was recently the recipient of congratulations from his many friends by reason of the arrival of a twelve-pound boy at his home.

F. Hardgrove, fireman at Toledo, has returned from a vacation spent at St. Louis.

A. B. Cox, switchman at Toledo, and his wife were visitors at Columbus recently.

E. B. Lane, yard engineer, spent his vacation at Chicago.



CARTOONIST CYPHER'S HUMOROUS CONCEPTION OF "AN IRON HORSE"

Fred Freck, car distributor at Toledo, has returned from a visit at Delta, Ohio.

Geo. Krantz, clerk in the southbound office at Rossford, spent a few days recently at Cleveland in an endeavor to forget the railroad. He claims his nerves were much benefited by the change.

J. W. Durand, clerk at Rossford, spent a few days at Coldwater, Mich., recently.

J. F. Fisher, agent at Toledo, has returned from a brief visit at Baltimore.

John O'Connor, cashier at the local office, Toledo, is on his vacation in New York.

Miss Grebner, clerk in the local office at Toledo, has returned from a vacation spent in Buffalo.

Among the recent visitors at Cincinnati were Frank McManus, timekeeper, and H. D. White, operator at Toledo. They returned unscathed, but report that while looking at the top of the high buildings they had several narrow escapes from being run over by the street cars. They say Cincinnati is a grand city, but the change from country roads to pavements made their feet hurt dreadfully.

E. J. Roberts, switchman at Rossford, visited Chillicothe recently.

Darl Crawford has returned from a trip to Kenton, Ohio.

A. R. Zink, chief engineer at the coal dock, Toledo, spent an enjoyable day at Cleveland recently.

Helen Bronson, stenographer in the office of the assistant superintendent at Toledo, was called to Dayton recently on account of the serious illness of her aunt.

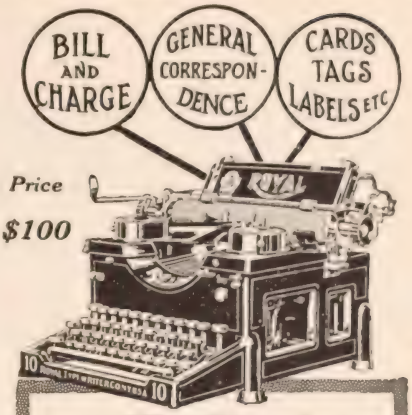
J. T. McCarthy, switchman at Rossford and his wife have returned from a visit to Detroit.

F. H. Drake, section foreman at Toledo, spent a few days at Milton, Ky.

E. L. Kelly, assistant yardmaster at Rossford, carries a pocket speedometer. According to the way the device registered, Mr. Kelly covered an average of twenty miles a day during the lake coal season. He says that since the lake coal traffic has slowed up, he is grateful to learn that he is making much less mileage, the record for October being only 19.75 miles a day.

The Cincinnati, Hamilton & Dayton is now handling the greatest volume of ore business in its history. It is expected that from October 1 to the close of navigation there will be 200,000 tons of iron ore received at the Toledo dock.

The rest house at Toledo has an appearance of renewed activity since D. R. Winters has been appointed manager. Mr. Winters at one time was yardmaster at Lima and his wide acquaintance among railroad men on the Toledo Division has attracted a deal of new



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WE CORDIALLY invite all employes to inspect carefully the advertising now appearing in our Magazine. It is our purpose to offer only such things as will legitimately appeal to the rank and file of our readers. All advertising will be rigidly examined before insertion so that there may be no question about its standard. No liquor or other objectionable advertising will be accepted :: ::

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For Further Particulars Address

ROBERT M. VAN SANT, Advertising Manager

Camden Station BALTIMORE, MD.

patronage. The boys all wish him success in his undertaking.

Since Frank McManus' motor boat sprang a leak and disappeared under the waves during a gale on the Maumee River at Toledo, he has been thinking of having a diver attach a periscope to the craft and of changing the name from Gladys to U-39. He says the trouble with motor boats is that one never knows whether they are going to submerge like the sub-marine or fly like an air ship and that he is out of the game for good.

T. E. McDermott, clerk in the office of the assistant superintendent at Toledo, is sporting a new Ford. He has already had some exciting adventures, in one case having to pay for some trees, barbed wire and shrubbery that he tore down in front of a farmer's yard. He thinks, however, that with a little more experience he will be able to manage the bug in such a way as not to injure pedestrians or other cars that he meets on the road.

Among the recent visitors at Toledo for the purpose of inspecting the new coal dumping machine were C. L. Tuttle of the Bessemer & Lake Erie R. R. and R. Trimbal, chief engineer maintenance of way of the Pennsylvania Lines west of Pittsburgh, together with W. A. Hawley, division engineer, H. H. Hilberry, master mechanic, A. P. Weymouth, assistant engineer and J. W. Frazier, consulting engineer of the same company. They said that this was one of the fastest machines they had ever seen worked.

A new wheel lathe manufactured by the Niles Tool Works of Hamilton, Ohio, equipped with variable speed, push button control and electrically driven, has been installed at Ivorydale shop. The capacity of this lathe is one pair of driver wheels every fifty minutes.

Foreman G. C. Smith is all puffed up with his new four stall engine house at Hamilton. He has every reason to be, when it is equipped with electric lights, sanitary wash room, steel lockers and in addition an up-to-date machine shop and self-dumping cinder pit.

Shop clerk Charles Kleinberg spent his vacation in Chicago and regrets that he did not have a guide. Ask him about the stock yards.

George Stoecklein, clerk in superintendent's office at Dayton, spent his vacation in the west, returning too late to be present at the "Old Fiddler's Dance" at Lakeside Park.

The new interlocking plant at South Leipsic is nearing completion. This improvement will be a big help to our tonnage trains.

Work has commenced on the extension of automatic block signals between Hamilton and "AX" Cabin.

Effective October 1, W. H. Curtis was appointed general line foreman covering the entire Cincinnati, Hamilton & Dayton, with supervision over the maintenance and construction of telegraph and telephone lines, with office at Dayton.

In the accompanying picture crane engineer George Flannigan and yard foreman Albert Grombaugh may be seen loading gravel ballast in Hamilton pit. To date this season 20,185 cars of gravel ballast have been taken from this pit and distributed on the Toledo Division.



CRANE ENGINEER GEORGE FLANNIGAN, YARD FOREMAN ALBERT GROMBAUGH AND CREW LOADING BALLAST AT CINCINNATI, HAMILTON & DAYTON PIT AT HAMILTON, O.

Track supervisor John Sullivan has taken his first vacation during his forty-three years' service with the Cincinnati, Hamilton & Dayton Railroad, visiting his son at Shale, Cal., thence making a trip to the Fair, and returning through the south.

Staff meetings of maintenance of way foremen have been held at Dayton, Hamilton and Deshler. They were called for the purpose of discussing handling of daily time and material reports and to instruct foremen fully as to requirements. Much benefit has been derived.

During the past season eighty miles of ballast has been distributed on the Toledo Division, and sixty miles already applied; twenty-four miles of new ninety pound rail laid and twenty-one miles additional now being delivered.

The new 200 ton coal chute in course of erection at Lima with balance bucket type of chute, automatic hoisting, manufactured and erected by the Surety Engineering Co., will greatly improve these facilities, releasing the old incline dump trestle. In addition, a new concrete oil house fully equipped with modern pumps and tanks is under construction.

Authority has been granted for the consolidation of engine terminals at Perry Street, Dayton, with those at East Dayton. This improvement, while making a considerable saving in operating expenses, will also improve produce yard facilities at Perry Street, this yard being the only one of its kind on any road at Dayton.

Track conditions in Ivorydale yard have been greatly improved by the completion of the renewal of ladder tracks in the west yard. Much needed improvements are also under way at Gest Street roundhouse.

Work has been started on new scrap yard tracks and docks at Ivorydale and authority has been given for the purchase of locomotive crane and magnet for handling the material. All scrap material from all departments will be handled, sorted and sold at this point. The plant will be under the direction of storekeeper Holland.

The eighth monthly fuel meeting held at Lima, Ohio, October 5, was of more than ordinary interest, owing to the fact that the Manual Block Rules have lately been made effective on the third district. The men displayed eagerness to get clear on their workings. A marked improvement was shown, not only in attention given discussions, but also in the general line of questions. It was the expression of the men that the meeting was a success, not only in numbers, but in the value it had been to them, and it is felt by those in charge, that the outlook for future meetings is brighter than ever.

Will you give one family a MERRY XMAS DINNER?



We are but your agents—you are the host.

300,000 poor people cheered last Xmas in the U. S. by **The Salvation Army.**

Help us in this way to get close to these people. Give them at least one happy day in the year.

$2.00 Feeds a Family of Five

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Western Dept., Commissioner Estill, 108 N. Dearborn St., Chicago



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R. W. BROWN	Trainmaster
H. G. SNYDER	Division Engineer
C. GREISHEIMER	Supervisor
S. J. PINKERTON	Supervisor
S. M. BAKER	Supervisor
R. O'NEIL	Division Foreman
F. M. DRAKE	Relief Agent
J. H. LEHMAN	Conductor
T. FLEMING	Engineer
J. J. FITZMARTIN	Division Operator
T. GORDY	Yard Master

Indianapolis Division (C. H. & D.)

Correspondent, ROY POWELL, *Superintendent's Office*

Divisional Safety Committee

M. V. HYNES	Superintendent, Chairman
F. M. CONNOR	Trainmaster
H. F. PASSEL	Division Engineer
E. BOAS	Master Mechanic
E. I. PARTLOW	Road Foreman of Engines
D. J. CURRAN	Agent, Indianapolis
W. H. BETTCHER	General Car Foreman, Moorefield
P. H. BAKER	General Foreman, Moorefield
H. F. REYNOLDS	General Yardmaster
E. L. AULT	Conductor, State St., Indianapolis
L. HANLON	Engineer, Moorefield
R. J. THIELL	Agent, Decatur

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN	Chairman
A. W. WHITE	Supervisor M. of W. Department
D. W. BLANKENSHIP	Section Foreman
S. H. JOHNSON	Engineer
E. E. CASSIDY	Fireman
J. M. MOORE	Conductor

Satisfaction

WE HEAR much of the thrill which kindles the batter when a clean swing and a clean crack drive the ball into the outfield. But how about the feeling of the punter who faces a glowering rush line, catches the center's pass deftly, takes his time, and sends the ball spinning high fifty yards down the field before he is crushed to the sod by the charging forwards who have failed to block his kick? There is a spirit to copy. Can you turn the same trick when it comes to real life?

—*Collier's.*

✚

Some "Saving Proverbs"

A BANK in one of our cities has formulated some "banking proverbs" which hold considerable worth. They may help many more than those for whom they were originally intended. Because this is so some of them are given here:

"The time to save money is in the morning of life."

"Don't put off till afternoon what you can do in the morning."

"The first dollar deposited in a bank may be the first brick in the new home you've dreamed of."

"Money in one's pocket burns a hole and drops through; money in a bank earns interest every day in the year."

"There is a bird on the dollar; that is no reason why you should let it fly; better deposit it in a bank."

"It is not what you earn, but what you save that makes you rich."

"By saving something every week, you begin each week richer."

"Spending all you earn now does not mean future prosperity."

"Live within your means, and put something away for the future."

"Large wages all spent do not represent so good a condition as a smaller income and part of it saved."

"Baltimore & Ohio"—Not "B & O"

¶ The management has asked us to use "Baltimore and Ohio" instead of "B & O" and readers of the Magazine have probably noticed that "B & O" never appears in our pages. Many departments are complying with this request and we are sure that this reminder will be sufficient to bring to it universal support

Baltimore and Ohio Employes Magazine



December

"A Merry Christmas"

1915



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HAVE you read about CATHERINE THE GREAT of Russia — the auburn-haired queen—the queen of romance? Was she the great queen—ardent lover—faithless wife—rumor has told? Was she twenty women in one—more beautiful than Helen of Troy—more brilliant than Cleopatra—more ruthless than Catherine de Medici—greater than Queen Elizabeth of England—this woman who came from a modest German duchy to rule over a wild Russian court and a wilder Russian land? What is the truth? The story of her life and every other character in history is to be found in the world-famous publication

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Dr. John Clark Ridpath is universally recognized as America's greatest historian. Other men have written histories of one nation or period; Gibbon of Rome, Macaulay of England, Guizot of France, but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present.

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The European War

If you would know the underlying causes which have led up to this conflict, the great racial antipathies, the commercial rivalries, the sting of past defeats, the vaulting ambitions for world empire, you will find them all in Ridpath's History of the World.

Ridpath's Graphic Style

Ridpath pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability.

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CHICAGO

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A Merry Christmas
and
A Happy and Prosperous New Year



OUR most pleasant thoughts of Christmas and the New Year are inseparably connected with the word "HOME." We picture it as the one place to which all may go when weary and toil-worn, where rest, comfort and joyousness abound. It is, indeed, in the home, sheltered from the wintry blasts, that we spend our real life with our loved ones, and it should be all that we have pictured it in our imaginations. But, how often do we find the rented home a place almost unfit for human habitation, with the wind finding entrance at every point because necessary repairs are not made, and with other discomforts too numerous to mention. We can hardly call such a place Home, since gloom prevails and comfort is not there. Why should a sturdy man make himself miserable and compel his family to exist in such discomfort, when it is within his power to build his own substantial home, and the cost will not exceed what he now pays as rent?

If you want to know how to accomplish this long-cherished wish, communicate without delay with the Savings Feature of the Relief Department, addressing the Superintendent of the Relief Department (Department S, Savings Feature), Baltimore, Md., and full information will be sent you.



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Connellsville, Pa.	Glenwood (Pittsburgh), Pa.	Washington, Ind.
Cumberland, Md.	Grafton, W. Va.	Zanesville, Ohio

Baltimore and Ohio Employes Magazine

Volume 3 Baltimore, December, 1915 Number 8

Contents

Personal Efficiency Through Personal Conference 7
Two Christmas Eves ..... Herbert D. Stitt 13
Paymaster Santa Claus Arrives on Time 18
Some Engineering Innovations on the Magnolia Cut-off ... Francis Lee Stuart 19
Fuel Oil Hazard ..... B. S. Mace 21
The Cumberland Road—Some Reminiscences of Judge Oliver C. Gephart 23
"Gee! But I'm Glad It's Christmas" ... The Illustration by R. M. Billmeyer 26
The Verses by Louis M. Grice 27
Economy and Efficiency of Passenger Traffic Accounting ... C. H. Poumairat 29
Launching the New Tug "George M. Shriver" 35
Standards and Practices in Motive Power Work ..... F. H. Clark 38
Christmas Morn—A Poem ..... Louis M. Grice 39
The Relief Department Savings Feature—Loans to Employes ..... S. R. Barr 43
A Passenger Fireman's Christmas ..... S. T. Bride 48
Lessons in First Aid to the Injured ..... Dr. J. F. Tearney 53
Shoes and Wedges ..... A. B. Westfall 58
Speeding Up the Safety Work 62
Sixty Employes Now Singing With Glee Club 63
Compiling Information on the Rate Increase for the Interstate Commerce Commission ..... Barry Bransky 65
For the Reader of Books 68
Editorial 70
Exhausts 72
The Observer 75
Special Merit 79
Among Ourselves 85

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only

Thought, empress of the earth, O power divine,
Whose deathless fire illumes the soul of man,
Thro' thee with mighty words we build and plan,
That every page may with thy wonders shine,—
Inspire the phrase through which we would convey
Our Christmas greeting on this joyous day.

A Feel in the Chris'mas-Air

James Whitcomb Riley

✣

They's a kind o' feel in the air, to me,
    When the Chris'mas-times sets in,
That's about as much of a mystery
    As ever I've run ag'in!—
Fer instunce, now, whilse I gain in weight
    And gineral health, I swear
They's a goneness somers I can't quite state—
    A kind o' feel in the air.

They's a feel in the Chris'mas-air goes right
    To the spot where a man lives at!—
It gives a feller a' appetite—
    They ain't no doubt about that!—
And yit they's somepin'—I don't know what—
    That follers me, here and there,
And ha'nts and worries and spares me not—
    A kind o' feel in the air.

They's a feel, as I say, in the air that's jest
    As blame-don sad as sweet!—
In the same ra-sho as I feel the best
    And am spryest on my feet,
They's allus a kind o' sort of a' ache
    That I can't lo-cate no-where;—
But it comes with Chris'mas, and no mistake!—
    A kind o' feel in the air.

Is it the racket the children raise?—
    W'y, no—God bless 'em—no!—
Is it the eyes and the cheeks ablaze—
    Like my own wuz, long ago?—
Is it the bleat o' the whistle and beat
    O' the little toy-drum and blare
O' the horn?—No! no!—it is jest the sweet—
    The sad-sweet feel in the air.

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Greatest Speeches Ever Made

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Personal Efficiency Through Personal Conference

What They Do at the Staff Meetings of the General Manager

WHAT do they do at the staff meetings of the general manager? This is a question which has probably been asked by hundreds of employes, especially since the Operating Meeting at Deer Park in June, when, throughout the proceedings, so much in the way of economy and efficiency was attributed by a number of the speakers to the monthly meeting of the superintendents and general superintendents with the general manager. It was the privilege of the writer to attend one of these meetings at Cumberland on Tuesday, November 30, and to learn some of the reasons why these get-togethers of our operating officers have been so resultful.

It will be remembered that in Mr. Galloway's address at Deer Park, published in the October issue of the EMPLOYES MAGAZINE, he referred to the fact that during the general financial depression of a year ago, radical innovations were deemed necessary to reduce our transportation expenses. How these meetings had resulted in a clearer understanding of the wishes of the management, a better supervision of operations and consequent reduction of expenses and increase in efficiency, was also developed, not only by Mr. Galloway, but also by Mr. Thompson and others.

One of the delightful features of the meeting at Cumberland was its entire informality. The general manager presided at the head of the long table, with him being E. E. Hamilton, supervisor of operating statistics, J. H. Hazelton, statistician, and general superintendents Blaser and Peck. The superintendents had their places along the sides of the table and division engineers and trainmasters, with a few special staff men from Baltimore, were grouped about the room.

The method of procedure was simple. The Philadelphia division report was read by superintendent Cantrell. It consisted of a brief summary of his actual operating expenses for October, as contrasted with the estimate that he had made for that month, the probable actual operating expenses for November shown in connection with his November estimate, and the detailed estimate of the various items in the conducting transportation account for December. Similar reports of the other divisions followed.

The writer has never attended a meeting where business of this nature was transacted, at which closer attention was paid to the information developed. The superintendents were frequently interrupted by Messrs. Galloway and Hamilton and the general superintendents, all of whom had before them comparative figures on the estimates made for December of this year, as well as for the same month of 1914. Wherever a discrepancy seemed to appear the superintendent was asked to explain it. This interrogation developed some interesting sidelights on how carefully the estimates had been prepared. And it was quite noticeable that every superintendent paid the strictest attention to the report of his fellow officers, in an endeavor to see how well they were

LOAD THE CARS

A penny saved is a penny earned. A freight car saved by better loading is equivalent to the earnings from one ton of coal hauled over half way around the world

LOAD THE CARS

getting within their previous estimates and what they were allowing themselves in expenses for the next month.

The following items, picked out at random, will suffice to illustrate the trend of thought of the meeting:

One superintendent had a considerable increase in his estimated station service expense for December and upon inquiry it developed that a charge which had previously been made under another account, and which should not have been made there, would be transferred to the station service account for December.

On account of the approach of the winter season another superintendent felt that there would be released from the ore traffic from the Great Lakes for his division a number of cars, and, as he expected to have more coal business than he could handle for December, even with the additional cars, he estimated a small increase in his fuel account. In this connection it was gratifying to those present to hear that many of our superintendents believed that December would be even larger than any of the very heavy business months we have had this year

So much for some of the specific lines of investigation. And we fancy that at this point we hear a number of our readers inquiring if such reports of expenses and estimates had not been made previous to the inauguration of these meetings. The question can be answered in the affirmative, but with this marked difference. Under the old system, practically all of this business was transacted through correspondence, and with the inevitable delays incident to that method of handling. Under the new scheme at this big round-table conference, the business is transacted by word of mouth and personal conference, with the benefits which would naturally be expected therefrom.

The elimination of correspondence in handling these items, however, is but a small gain when compared with the other advantages which result. If the writer is any kind of judge of the spirit of this meeting he would say that next to the apparent determination to secure efficiency, the friendly rivalry among the superintendents was the most noticeable feature. Each superintendent watched carefully what his neighbor had done and what he expected to do. Each one came to the meeting thoroughly prepared to present the record of his division. This meant not only that he had been compelled to go into every phase of transportation expenses, but also that during the preceding thirty days he had been watching his expenses with the eye of an expert. There are literally thousands of items which enter into the conducting transportation account each month which are classified under general headings. It requires big, broad men to grasp comprehensively a business involving so much detail and to see that no expenses creep in which should not be there, and that the Baltimore and Ohio is receiving lawful rates for all of the services that it performs for other railroads in switching, track privilege and other items of this nature. It was easily seen at the meeting that each superintendent came with the full feeling of responsibility that the meeting demanded, and that he was anxious to make a good showing before his fellow-superintendents and the other officers present.

The remarks of the general manager, after the estimates had been concluded, were intensely interesting. He made a strong plea for cooperation in conserving our car supply, mentioning the fact that special men had been authorized to follow up this most important work and that we ought to be getting good results from them. He emphasized the fact

that we are a heavy originating road and for this reason need the cars, particularly to take care of our shippers. And he spoke of how much ought to be accomplished at the staff meetings in personal conferences by the superintendents to arrange for efficient interdivisional understandings on this and other important subjects.

Referring to the fact that so many and valuable statistics are being furnished our superintendents to help them in standardizing and improving operations, Mr. Galloway said in part:

"An interesting incident came to my attention the other day. I was showing about our Baltimore terminals two gentlemen whose names and influence loom high in the financial and transportation world. They were eager to know about our property investment in Baltimore, the amount of wages paid, and the number of our employes. They carefully examined into the possibilities of the new industries which have recently been located in such large numbers near Baltimore and they plied me with many questions concerning our property in general and our operating costs in particular. After they had learned much about these matters, one of them spoke of something which was being done by another eastern trunk line in keeping records, calculated to increase efficiency. And it was gratifying to hear the other one remark, 'Don't talk statistics to this fellow, these Baltimore and Ohio men eat them.' I think you will agree that such a statement is intensely interesting, when coming from a man actively connected with a competing railroad.

"In conclusion, I want to emphasize two thoughts. First, watch the car supply from every angle. Each car that we save means more now than ever before, and extra effort in this direction at this time will pay big dividends in the future. Second, remember your responsibilities as superintendents. You are at the center of the operating units of the railroad and you ought to be able to decide almost all of the questions which come up without referring them to our higher officers. The superintendent who can relieve the general superintendents and our other officials of the burden of operating problems is doubly efficient. It would be well for you to take advantage of the large opportunities coming from your responsibilities."

Mr. Galloway's remarks were delivered in a conversational manner and he did not hesitate to make frequent inquires of the men about the table. Several interesting discussions developed, numerous pertinent questions were asked and several cases which seemed to require conference between the officials of adjacent divisions were talked over with great profit. The general manager then called on several of our division engineers specifically in regard to the lining of curves and the tamping of ballast. Mr. Blaser and Mr. Peck also developed some profitable discussions by asking for information from several of their respective superintendents and trainmasters. W. S. Robinson, supervisor of fuel consumption, suggested two or three definite ways in which coal could be saved and motive power efficiency increased. J. T. Broderick, supervisor of special bureaus, then closed the meeting with a strong plea for renewed interest in the Safety work, emphasizing the fact that "Safety First" was the only proper basis for all our operations.

When the meeting was adjourned, lunch was served in the dining room of the Queen City Hotel. Promptly at 1.30 p. m. a special train consisting of a flat car (with wooden benches arranged facing the ends of the car, and a strong

"Handle Packages As If They Were Your Own"

KEEP CARS MOVING

A car delayed one day represents the loss of earnings from handling one ton of coal one thousand miles

KEEP CARS MOVING

iron railing around the sides), a steel day coach, the general manager's car and an engine, backed down the eastbound track out of the Cumberland station, in the midst of a flurry of snow.

A stop was made in one of the classification yards at South Cumberland so that the general manager, general superintendent Blaser, superintendent Cahill, and other interested officials could watch the repetition of an operation which occasioned some discipline to one of our trainmen. This, it seemed to the writer, was adequate proof of the pains taken by the management to see that a square deal is given to every man who is subject to discipline on account of an infraction of a rule or the breaking of an order. This particular operation occasioned the moving of two of our large freight engines on adjacent tracks and consumed quite a little of the time of some of our most important officials. Yet, it was of such a nature as to make them feel that they wanted to have a first hand view of it, so as to be better able to adjudicate it fairly.

Notwithstanding the fact that the thermometer was below the freezing point and the wind whistling at a merry rate through the Cumberland Valley, all of those in the party took their places on the flat car in running down to the tie treating plant at Green Spring.

The railroad generally, the operating department particularly, and Mr. Angier, the superintendent of the tie treating plant, may well be proud of this fine piece of property. The trip through the tank-house and the examination of the retorts, the creosote and zinc chloride containers, the valves, etc., was necessarily somewhat perfunctory. But it was sufficiently detailed to enable all present to get a general idea of the operation of this machinery. Mr. Angier had arranged that a charge of ties be pulled from one of the retorts while the party was present. Therefore, while they were congregating at the east end of the retort building and as the little locomotive backed up the narrow gauge tracks to the door, two good-looking foreigners, both of them evidently expert and interested workmen, unfastened the large number of bolts holding the head of one of the retorts and after the vacuum had released, slowly swung open the great iron slab on its big hinges. The placing of the pieces of track to carry the cars from the retort to the yard track was done in a jiffy, the slimy lengths being handled with big pieces of burlap and the men keeping inconceivably clean during the operation. In fact, it was a joy to see the precision, quickness and intelligence with which they worked. Dripping pans were placed under the retort and not a single drop of the preservative liquid was spilled or lost on the spotless floor of the plant.

As the door of the retort opened, quantities of evaporating steam came from the strongly smelling ties (still dripping a little, because the vacuum which drives the liquid out of the ties had been released more quickly than usual, so as not to delay the party) a cable was pulled out of the retort and attached to the little engine, and the little cars, the ties firmly clamped on them with great steel hoops, were quickly pulled out on the track. The charge contained almost seven hundred ties.

A quick inspection of the balance of the yard revealed long, evenly and scientifically piled rows of ties in process of seasoning—almost a million altogether, and the members of the party were gratified to hear from Mr. Angier that the result of a recent inspection he had made on a western railroad, of ties placed in track twelve years ago, revealed the fact that they had deteriorated scarcely any and

seemed to be good for many more years of hard usage.

To be fully appreciated, the balance of the trip has to be experienced. The regrading and the relining of the thirty mile section of track between Green Spring and Hancock is a wonderful piece of engineering work. The track is in fine shape, the tunnels are beautifully constructed and finished, the two bridges over the Potomac are built of concrete, and look as if they would last through eternity, and there is a finish and fineness about the whole operation which was very gratifying to everybody in the party.

The great benches of rock, to prevent slides, and the cavernous hole of Doe Gully Cut are perhaps the most impressive features of this achievement. From one end of the Stuart tunnel straight through for a mile it is easy to see daylight at the other end. At the beginning of the improvement, coming east, you find the old main line track gradually dropping down on a lower level to the river on your left, hugging close to the bank while you shoot straight through a short tunnel to the other side of the mountain. Here you are projected out across a bridge, and, on the other side of the river, a couple of hundred feet below you, you see the same old main line tracks still hugging the river bank after they have encircled the mountain. Such is the Magnolia Cut-off and auxiliary improvements, where eventually the Baltimore and Ohio can efficiently operate a low-grade, two-track line, when business forces us to this large equipment, in addition to our old main line. And as previously stated in the MAGAZINE, the most gratifying part of the work is that we have saved far in excess of the operating costs which it had been figured would be saved when the work was started.

A quick run back to Cumberland and the party broke up, the men to go to their respective divisions. It is the wish of the general manager to embrace in these monthly meetings a similar tour of inspection over the other important pieces of property, not only on the Baltimore and Ohio proper, but also over the Baltimore and Ohio Southwestern. If subsequent trips mean as much or nearly as much to those participating as this trip did, they will no doubt result in incalculable benefit to the men enjoying them and to the railroad.

THE RED CROSS NURSE

By ARTHUR GUITERMAN

In "Collier's"

She goes amid the maddened press
Of Teuton, Briton, Slav, and Gaul,
Our Nation's White Ambassadress,
The foe of none, the friend of all.

Above the guns, above the cheers
For Flag or Kaiser, Folk or King,
The common cry alone she hears—
The cry of human suffering.

Still men will play the devil's game
Though all must lose and none may win,
And still a foolish world's acclaim
Exalts the sworded paladin;

But tears will fall and lips will pray
And hearts beat warm in every land
For her who saves while heroes slay.
Oh, valiant soul; oh, gentle hand!



"I WEN' BACK HOME—WALKED MOSTIS ALL DE WAY—AN' I CARRIED OL' MARSTER'S SWORD"

Two Christmas Eves

By Herbert D. Stitt

IT was a quiet night for Judge Trumbull. With arms folded on his high desk he sat silent and composed and gazed out through long, uncurtained windows at the softly drifting snowflakes; little dim ghosts that glimmered for a moment in the incandescent brilliance of a street lamp and faded into the winter darkness; little white fingers of fancy beckoning to one's vagrant thoughts and coaxing them back through long vistas of memory to other nights and other days.

And while the Judge sat tranquilly at his desk his thoughts wandered back to other winter nights, many of them. For the Judge's hair and moustache and imperial were as white as the snowflakes and his kindly eyes had looked on many things—unflinchingly into the face of danger and searchingly into the gray and shadowy lives of a submerged people of the underworld, lives caught in the mesh of the law and exposed for a passing moment, wretched or debased, sordid or oppressed, in the white light of a city night court.

Memory had thrown her web around the Judge's wandering thoughts and led them down the tangled pathways of forgotten times until his heart grew heavy and his eyelids closed over the tired eyes to rest them of the weight of bitter years.

A far-off door slammed and a noise of shuffling feet came echoing down the corridor. The Judge roused from his reverie to welcome any form of diversion.

The burly figure of Round Sergeant Patrick Casey stood for a moment silhouetted in the open doorway and as he stepped forward with a salute there shuffled after him an aged darkey.

"Your honor," said Officer Casey, "this old colored man asked me to bring him here; there is no charge against him, he says he can't work and that he is hungry and cold and maybe you can put him somewhere for awhile, your honor." The Judge adjusted his glasses and looked over them at the old darkey. "Let's hear your story, uncle," he said, kindly.

The old man shuffled painfully forward till he rested half bent over on his stick in front of the Judge. His sad old eyes gazed woefully up from under the white wool on his brow. "Yessah, yo honor," he said, "I reckon Ize gwine ax yo to put me 'way somewhar. I ain't got no fambly to tek keer o' me an' no place to go. Yessah, yo honor, I reckon I better be locked up; de fust disgrace I ever had!"

"But it isn't a disgrace, uncle; you are not charged with any crime."

"No sah, yo honor, jes' sick an' po, dat's all. I ain't never done no wrong. Ef my ol' marster wuz alive he'd tell yo dat. I done follered him into de wah—an' I wish I might er follered him on de las' march, too!"

"So you were in the war, uncle," asked the Judge. "The Government takes care of its old soldiers. Have you never applied for a pension?"

The old darkey drew his bent figure a little straighter and spoke with a pathetic pride. "Yo honor, sah, I fit *agin* de Gove'nmint. Ize one o' de black men dat wo' de gray. I wuz my marster's servant, but I wuz a soldier, too—title o'

private, and private wuz *rank* for a black man in de South'n army! An' now—" tears began to trickle down the old black face—"I ain't got nothin an' I jus' ax yo please to put me way somewhar so's I won't starve on de street!"

The Judge looked thoughtfully down at the old bent figure. "I can send you where you will be fed and cared for, but I wish that I could send you back down south. Is there no one there who would welcome you and give you a home for old time's sake?"

The old darkey wiped a trembling hand across his eyes. "Dey ain't nobody lef' but ol' marster's daughter an' she is powful po' an' wukin' down in Savanny. 'Sides I caint ax Miss Liddy to tek care o' me, caze I oughter be tekin' care o' her. Dis ve'y night I been a thinkin' bout Miss Liddy an' ol' times at home. I wish I could go do de wuk so's Miss Liddy wouldn't have no wuk to do. But Ize all tuckered out an' my body ain't able to do no wuk an' I thought I wuz gwine die tonight an dis is Chrissmus Eve, an I kep' a thinkin' bout dat other Chrissmus Eve down home. Hit seems to me I kin see 'em all now, wid dey gray clo'es an' dey sabers goin' clankety clank an' all on em bowin' an' sayin' dey nice things to Miss Liddy—'scuse me yo honor sah! I reckon de col' done made me dizzy! I plumb fo'got whar I wuz, sah, an' if yo'll please to 'scuse me I reckon I'll jes' be goin' to dat place whar yo so kindly say yo' gwine sen' me, sah!"

The Judge's forehead had drooped forward till it rested in his cupped palms; now he raised his head and gazed into the upturned face of the old darkey. "What happened on that other Christmas Eve, uncle?" he said. "I should like to hear about it, then I will take care of you; sit on that bench and tell me why you thought of it and why it made you sad."

"I thank yo kindly, sah," said the old darkey and eased his aching body into the seat; he rubbed a wrinkled paw across his head and his old treble voice sounded far away, with his thoughts, in the land of the magnolia, an old melody of the south played on muted strings.

"Hit wuz a long time ago Jedge; ol' marster got shot in de battle an' he say 'yo go back home, Sam, an' look after Miss Liddy, cause you's all she's got now.' I wen' back home—walked mostis' all de way—an' I carried ol' marster's sword. Miss Liddy don' say much but she took dat sword an' kissed it an' she hel' my hand a long time an' looked a long way off like she wuz tryin' to see her daddy.

"I worked de place fo' Miss Liddy an' we managed to git along all right. One night de Bushwhackers come to our house an' carried on pow'ful bad. Dey said dey wuz gwine to take de place fo' dey own. Some on 'em started in de house an' Miss Liddy stood in de do' an' she wuz holdin' de kunnel's sword in her han. I wuz gwine help keep em out, but dey all jump on me an' wuz gwine to kill me, too. I seen one o' dem Bushwhackers wrasslin wid Miss Liddy in de do' an' I tho't de en' done come, but jus' den I hears hoofs a poundin', lots on 'em, an' I know de cavalry wuz a comin'. Dey wuz flashin' an' bangin' an' men runnin' away an' I seen a big tall orficer come boundin' up de steps. De Bushwhacker tu'n roun' an' shoot at dat orficer jes' befo' de orficer stick his saber clean thro de Bushwhacker. De orficer catch Miss Liddy an' hol' her jes' as gentle twell she come to, den she look up to see who's holdin' her an' she see dat orficer all dressed in blue. She r'ar back an' say 'How dare yo' tech me wid han's dat may have killed my father.'

"De orficer stan' right still an' he say, 'Please to 'scuse me, I wouldn't a' held yo but I thought yo wuz gwine to fall, an' I'ze sorry yo father is dead. Dey is many men in dis war,' he say, 'an' many mus' die, an' as fo' me, I wish dey wuzn't no war—an' I wish so mo' dan ever now!'

"Miss Liddy look up at him an' start to say somethin' but de orficer sorter rock on his feet and his face got white. Missy say 'O, yo is wounded. Help me, Sam'—an' we took him in de house. One o' his men tied up de bad woun' in his breas' but Miss Liddy helped him to do it.

"Dat orficer wuz right smart sick fo' awhile an' Miss Liddy she nussed him

jes' like he wuz one o' *us*; but after 'while he begun to pick up an' den Miss Liddy wuz jes' as cool as if she never had set eyes on him befo'. Dat hu't de Cap'n, fo' dat's what he wuz, a Yankee Cap'n, but he didn' let on dat it did an' he wuz jes' as cheerful roun' de house as he could be. He wuz allers laughin' an' a jokin' an' after while Missy come to like dat Cap'n. I know, tho she ain't never said nothin'.

"Pretty soon de Cap'n say he gwine have to get back to duty. I fotched his hawse roun' to de front do' an' he come down de steps wid Miss Liddy, a talkin' low an' fas' to her but she wuzn't sayin' nothin'. Den he say he is comin' back to spen' Chrissmus wid her, cause Chrissmus ain't ve'y far away. She laugh den an' say she don' think he *kin* come back 'cause de South'n army is acomin' an' *dey* gwine spen' Chrissmus wid her. He say he gwine spen' Chrissmus wid her if he has to ride thro two armies. Den he lean down out o' his saddle an' say 'Won' yo' please look up?' an' Missy she look up an' smile sorter wistfull. De Cap'n laugh an' jerk up his hawse an' say 'Twell Chrissmus Eve,' an' galloped off down thro de live oaks.

"De South'n army come pushin' down 'bout dat time an' lots o' ol' friends begun to stop in ev'y day or so—but I missed dat Yankee Cap'n a heap. Dey wuz one orficer in our army what I never did have no use fo'. He wuz pow'ful took wid Miss Liddy fo' de war an' now he begun to come to de house all de time an' 'peared like he wuz tryin' to make Miss Liddy like him mo' den ever.

"Somehow it seem like he heard tell o' de Yankee Cap'n an' he tried to pump me 'bout him, but I never said nothin'.



"MISSY COME TO LIKE DAT CAP'N; I KNOW"

One day he said somethin' to Miss Liddy 'bout dat Yankee Cap'n an' she tu'n 'roun on him quick an' say somethin' dat made him look mad all over; after dat he did'n' seem able to interes' Miss Liddy *nohow*. One day I seen 'em come outen de house together an' Miss Liddy wuz white an' col' lookin'. She say, 'Sam, fetch Cap'n Davis hawse aroun',' den she tu'n aroun' an' leave Cap'n Davis to ride away jes' as mad as a hornet."

The old darkey paused and gazed at the desk before him as if he saw through it and beyond, far beyond, to the old plantation. The Judge's chin rested in the hollow of his hand, his eyes were closed—almost he seemed to dream.

"Dat wuz a long time ago," continued the old darkey, "but hit seem lak I kin see it jes' de same as las' night. Long 'bout dusk I wuz lockin' up de front do' when a big black hawse come gallopin' up de drive an' off jump a orficer in a gray uniform an' say, 'Hello Sam, don' yo' know me!' an' Lawd sah, if hit wuzn't our Cap'n, de Yankee Cap'n.

"'O Cap'n,' I sez, 'I'ze glad yo' has come back, but has yo' changed sides?' 'O no,' he says, alaughin,' 'jes' uniforms, dat's all; yo' men is right thick hereabouts an' I thought dis'd help me get thro' de lines—an' it did; come Sam, does yo' think I's a ghos'? Go tell yo' Missy I done come back to wish her Merry Chrissmus.' He hitched his hawse while I went in de dinin' room. 'Missy,' I sez, 'de cap'n done come back.' She say, 'Tell Cap'n Davis I can't see him, Sam.' 'But Missy,' I sez, 'dis aint Cap'n Davis, hits our Yankee Cap'n.' Her han' sorter flutter to her heart an' she say 'What, Sam, he can't be here, his army is miles away!' Den de Cap'n spoke up right behin' me. 'But here I is,' he says, 'an' I took de liberty to come on in, fo' it seems so much like home to me.' Missy she jes' set an' stare at him twell of a sudden she see de gray unifo'm, den she jump an' she say 'An' yo' come in disguise; yo' risk yo' life to keep a promise which wuz only made in jest!' 'O' co'se I keep my promise' says de Cap'n, den his voice git's sof' an' low an' he say, 'Did yo' think all de armies in de worl' gwine keep me 'way f'om you much longer?' Missy rize up an' her face wuz white as de table cloth. 'O don' yo know yo' may get killed,' she say, 'please to go 'way, go at wunst!' But he come close an' lean over de table an' say, 'Ain't yo' gwine shake han's wid me, ain't yo' gwine to say yo's glad to see me?'

"Her han' come out tow'd him like he drawed it wid his eyes an' he took it 'cross de table an' say sorter husky, 'I wanted to see yo' *so* much; won't yo' please to smile?' An' Missy she look so white an' scairt, but she smile a little. De Cap'n laugh real hearty an' say, 'Dere we is, an' may I dine wid yo'?' He set in de chair right opposite Miss Liddy an' I brung in de supper.

"Dat Cap'n laugh an' joke twell he almost make Miss Liddy fo'git dey is any trouble 'bout his bein' thar, but ev'y wunst in awhile she look at dat gray unifo'm an' kinder shiver. Little Missy is pow'ful scairt; *I* knows it.

"Dey is still a sittin' dar an' I done brought in some aig nog when all o' a sudden dey is a scramblin' o' hoofs outside de house an' de do' bell give a big ring. Miss Liddy jomp up white an' tremblin' an' say 'What is we gwine to do; can I hide yo' somewhar?' But de Cap'n is cool an' smilin' an' he say 'Please don' be scared, dey's nothin' to be scaired about; my hawse is outside, so I caint hide. Will yo' jus' remember dat I is Cap'n Rainey o' de Fust Arkansas—dat is, if yo' don' min' de deception?' an' he smile an' say 'Shall Sam go to de do'?' Missy is still alookin' at him, but she sorter nod her haid.

"I went to de do' an' dar wuz 'bout a dozen orficers frum our army an' de yard wuz full o' men aholdin' dey hawses.

"Dey all filed into de dinin' room an' dar wuz Missy standin' by de Yankee Cap'n an' lookin' as bright as yo' please, an' she tell 'em he is Cap'n Rainey o' de Fust Arkansas. Dey seemed su'prised to see him, but somehow he laugh an' talk so dey just think he's one on 'em an' dey don' pay much 'tention to him—dat is all 'cept dat Cap'n Davis, who's done come wid 'em—an' he seems 'spicious right off.

"After while de aig nog is goin' roun' an' ev'ybody seem to be havin' a good time an' de Yankee Cap'n is jokin' an' makin' 'em all laugh.

"I started out to de kitchen by'm'by to get some mo' aig nog an' right outside de pantry I hear dat Cap'n Davis say sharp like a knife, 'Hit's de on'y thing in dis worl' what's gwine to save him; spies gets short shrift hereabouts an' he's gwine swing to one o' yo' live oaks if yo' don't.' Den I hear Miss Liddy say 'Have yo' no heart; why do yo' wan't a woman what will always despize you?' an' he say, 'Yo have all my heart an' I would wade thro' hell to possess you!' Miss Liddy say, sorter shaky, 'I cain't do what yo' ask me.' Cap'n Davis is mad an' he start tow'd de do'. 'I denounce him now,' he say.

Miss Liddy give one sob an' she cry out, 'Wait. Ize gwine do what yo' say!'

"Pretty soon Miss Liddy an' Cap'n Davis come into de dinin' room an' Missy stan' right straight befo' dem all an' say, 'I wan' to tell yo' I is engaged to be married to Cap'n Davis an' I wan' yo' all to come to de weddin'.' Dey all is drinkin' her health den an' sayin' nice things to her an' she is standin' there smilin' at 'em, tho I know it is mighty nigh killin' her.

"De Yankee Cap'n come up real close an' he say, 'Does yo' mean it; does yo' love him ve'y much?' an' she look up right straight in his eye an' say 'Yes.' De Cap'n take her han' an' say 'I hope yo' is gwine be ve'y happy an' I wish yo' long an' happy life—an' I bid yo' good bye, too!'

"Missy say 'Good bye, an' God speed yo'" an' her eyes is clear, but I know her heart done breakin' in two.

"De Yankee Cap'n gather up his hat an' ga'ntlets an' wave good bye to ev'y-body an' start tow'd de do'. Den de do' open quick an' a orficer from our army come in an' look all roun' de room; his eye res' on our Cap'n an' he step fo'ward an' give his coat a yank an' dere is de blue unifo'm underneath!

"De orficers holler 'Hol' dat man', but de Yankee Cap'n done bolted clean thro' de do'. Dey is ridin' an' scramblin' outside, den bang! bang! goes de guns.

"De orficers has all run out an' Miss Liddy is standin' in de room holdin' ha'd to a chair. De shootin' die away fo' a minute an' den bang! goes a gun, and Missy sway like she been hit herse'f.

"We is standin' dere pa'alyzed when Cap'n Davis come into de room. 'Dat las' shot done killed him,' he say, an' Missy she faint dead away on de flo'.

"Cap'n Davis sta't tow'd her, but I stan' in front o' him. 'Don' yo' tech her,' I says, 'yo' done killed her an' if yo' tech her Ize gwine cut yo' heart out!' He look at her an' twis' his mustache an' den he say 'Hit's better, I guess' an' he



"DE ORFICER HOLLER—'HOL' DAT MAN'"

tu'n 'roun' an' go out—an' dat's de las' time I ever seen him, 'cause nex' day dey wuz a battle an' Cap'n Davis he got killed."

The old darkey's voice had fallen to a whisper; now it died away and he sat still, hands folded on his stick, his head bowed over them.

The Judge stirred, he raised his head and held a hand before his eyes. He seemed strangely shaken, older, whiter and more broken.

"O the bitter years," he murmured, "useless, wasted, bitter years!" He sat forward and gazed suddenly down at the old darkey. "She is living, Sam? You know that she is living—in Savannah? How could I have known—and all these years she thought me dead!" He gripped the desk before him. "But it is not too late! We must see her. We will go to her—*now*—Sam!"

The old darkey rose from his seat as if drawn by an unseen force. He seemed listening to a voice far away. His hands groped out before him appealingly. "Cap'n, O Cap'n T'umbull, yo' ain't dead—hit's you—dems yo' own words!"

His stick crashed noisily to the floor and he fell on his old knees at the foot of the desk. "O glory o' de Lawd! hit's you! And we'ze gwine back—gwine back to see my Missy!" Sobs shook the old bent frame. The Judge descended slowly from his desk and gently raised the old fellow to his knees; he placed the battered hat on the old woolly head, picked up the fallen stick and led his old black friend toward the door.

Officer Casey brushed his eyes roughly with a weatherbeaten hand as he held the door open and the two old men passed out. He cleared his throat and called huskily after them, "A Merry Christmas to the both o' ye," he said, "and a Happy New Year!"



Paymaster Santa Claus Arrives on Time

SANTA CLAUS is a pretty expensive visitor. He brings a multitude of gifts and good wishes and an abundance of holiday cheer, but he also pulls insistently on the purse strings. Thoughtfully recognizing this fact, the Company has arranged that wages for the first half of December be paid to all employes on or before December 24th. Many will be paid a few days before this, but everybody will have his or her salary for the first half of the month in good time for the happiest of our holidays.

This pleasant surprise has been brought about only through the great efforts put forth by the forces of the accounting department and the paymaster's office, which have been working day and night and Sundays to get the payrolls completed. So far as we know, the Baltimore and Ohio is the only railroad which has made special arrangements to effect this happy result and in behalf of our readers we thank the Company and particularly the employes who have made this possible through their self-sacrificing efforts.

Some Engineering Innovations on the Magnolia Cut-Off

Address of Francis Lee Stuart, Chief Engineer, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

There are a number of things on the Magnolia Cut-off which have been well done, and I want to tell you about them for the sake of the construction men.

Our contractors did, or we had them do, four things which have not been done before, so far as I know.

The first was the construction of the benches for the protection of the roadbed. As far as I know, there is no road in the United States today that has gone to this extent to protect its tracks. Owing to our geological formation through all the cuts, we have made one or two benches, depending on the height, to lessen pressure on the slopes and to try to prevent sudden large slides. We started out with from twenty to thirty-foot benches; we expected to lose some of them, and we did, but I think we have a very good protection and something that will save us money as long as the road exists.

Second: We used a steam shovel in the heading of a tunnel to expedite the

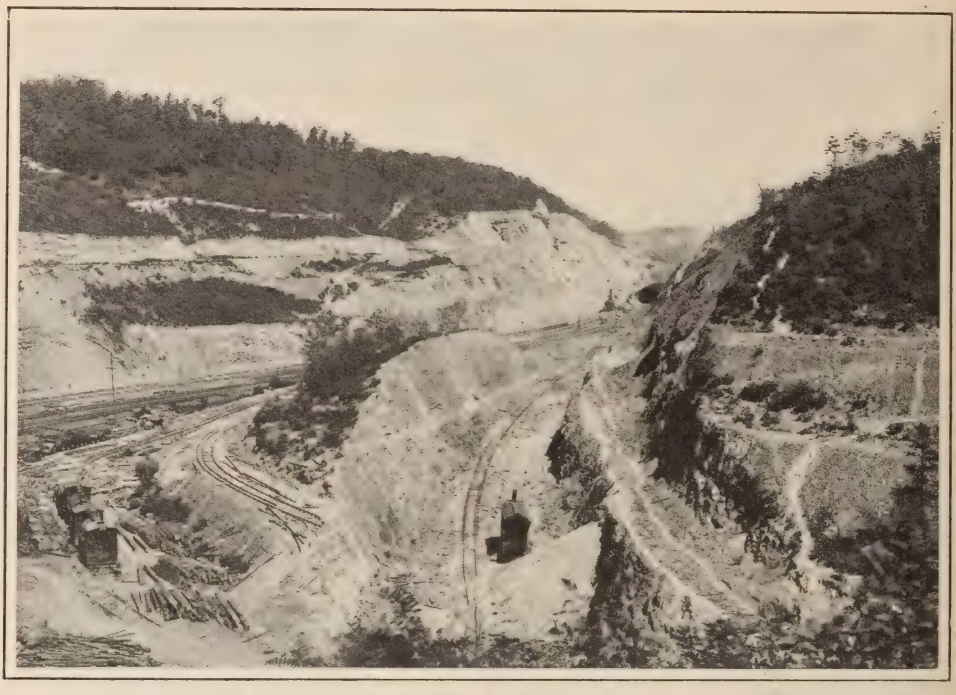


DOE GULLY CUT, CLEARLY SHOWING THE BENCHING OF ROCK CLIFFS TO PREVENT SLIDES

work. As far as I know, it was the first time that such a machine had been used above the bench in driving a tunnel.

Third: We used, for the first time, steel I-beams for segments instead of the wooden ones which have heretofore been used in tunnels. This enabled the contractor to make his excavation a closer fit to the section required for the arching, the steel segments being curved to the arch while the wooden segments are straight and form a polygon, leaving waste spaces at the joints.

Fourth: We used a traveling form to build the intertrack wall on Section 6. A portion of Section 6 had a very steep bank and a high hill rising four or five hundred feet, the slope of which averaged about a 1 to 1 (one foot up for every foot advance made on a level), and we felt very squeamish about cutting into the side of the slope. After long consideration we thought the best way to handle it was to build a wall and cut as little of the slope as we could. It was quite a problem on account of the restricted space in which we had to work, and the necessity of not burdening the operating department or interfering with their flow of traffic. A steel form about one hundred feet long was devised, with derricks on top, and with a solid top, rigged up to run on rails, and straddling the operated tracks, and it also carried a steel frame for the intertrack wall.



APPROACH CUT OF RANDOLPH TUNNEL IN FOREGROUND AND DOE GULLY CUT IN PROCESS OF EXCAVATION IN BACKGROUND

This traveling frame was served on the river side by concrete trains bringing batches from a mixing plant. These batches were elevated on top of the traveling frame and from there placed in the wall as needed. The result proved economical and prevented any delays to traffic.

There is another phase of the work to which I call attention for the benefit of the men who did it—the contractors and engineers. It was, as you know, a very large piece of construction and presented many difficulties, but we kept charts of the progress and charts of the cost, and

tried to imbue every man on the work with the idea of carrying it to a successful completion within the time specified and within the estimated cost. Hence, places that fell behind our schedule were pushed in the early stages of the construction and not left until near the end, when they might have been further complicated by unforseen happenings and delay the completion of the work in spite of good intentions.

The result of this care by all concerned was that each part of the work on the various sections performed by the six contractors was finished up within ten days of the other parts, and permitted the operation of trains over the improvement three weeks ahead of the time which we had set for its completion eighteen months before. So that we not only finished it on time but we finished it within the estimate, and as we have heard about the saving it is making, it seems to me that from every angle we all have a right, as a railroad, to feel that the task has been satisfactorily accomplished.

Fuel Oil Hazard

By B. S. Mace
Superintendent of Insurance

THE large increase in the use of crude oil as a fuel by the different railroads in the country presents a corresponding increase in the fire hazard from this one cause, and the danger from this source does not seem to be fully appreciated by those having the handling of this supply in charge.

The governing rule adopted by the various railroads, especially in the installation of oil burning devices, seems to be to economize rather than to reduce the extra hazard created through the use of oil as a fuel, since most of the devices used are home-made but constructed along the lines of those found on the market. This is all right in so far as it goes, but there should be more attention paid to the taking care of the supply and the manner in which it is fed to the several devices.

The main supply tanks used for storage at the large stations are generally installed to meet the Underwriters' requirements, but where small stationary or portable furnaces or burners are used, there is little attention paid to the manner in which they are installed. It is just as important that the same precautions be taken with these as with the large ones. In a way, it is more important since the small ones are liable to be used at any point in the plant. The danger in the operation of the oil system is found where the small tanks are located above ground, having gravity feed with pipes placed so as to subject them to mechanical injury, and where the controlling valve has to be operated by the man in charge.

An increased fire hazard from this class of installation is imminent when the operator forgets to close the valve after work hours and leaves the pipes charged with oil, which, owing to the gravity system, will not drain back into the tanks. Leaking valves or joints improperly made soon have the premises saturated with oil, and this condition results in a flash fire in the event of hot iron or flame coming into contact with the saturated material. Where the system is controlled by an ordinary globe valve (and this seems to be the general method) an injury to the pipe means a sudden outflowing of oil in the building.

Gravity systems should never be installed under any conditions, as they are a menace to both life and property.

Piping should be laid under ground below the frost line, and should be standard in weight and with substantial fittings, all carefully protected against injury. It should also be run as directly

as possible, and laid so that the pipes are pitched toward the supply tanks in order that the oil may flow back to the tank when the pressure is relieved. Pipes leading to the surface of the ground should be cased or jacketed to prevent loosening or breakage. Where pipes pass through walls into buildings they should be cemented and made oil-tight.

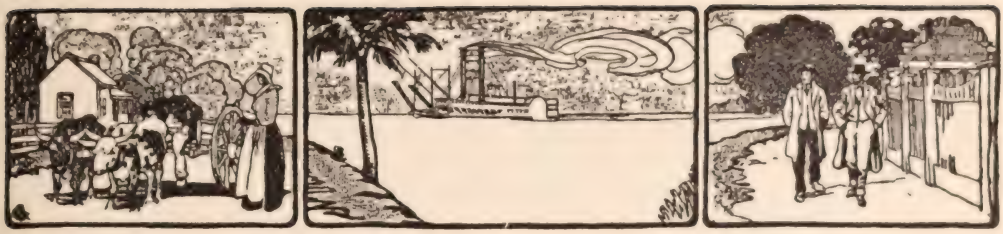
An automatic shut-off valve should be installed in the supply line as near the tank as practical, and an additional shut-off valve installed on secondary lines for the independent furnaces or portable tank control. These valves should be so designed that they will immediately close in case of breakage of the supply, leakage or the overfeeding of the furnaces.

There have been two oil fires on the Baltimore and Ohio System during the last three months, damaging property to the extent of about $500. One of them was on October 25, when a round-house was damaged to the extent of $300. It was caused by the supply line in the device for setting tires becoming stopped up and the operator taking the valve out and running wire in the pipe to remove the obstruction without letting the pressure out of the tank. As soon as the obstruction was removed the pressure behind the oil pushed it out and up to the ceiling, where it ignited and caused the fire. Another fire occurred on November 14, when the cab of an engine was destroyed when leaky pipes and oil came into contact with live coals. Had the devices in use on these two occasions been equipped with automatic shut-off valves and the piping kept up to the standard, there would probably not have been a fire in either case.

Rank of Divisions and Districts in the Performance of Through and Local Passenger Trains. November and October, 1915

DIVISIONS	November Rank	Per Cent O. T. Made and Better	October Rank	Per Cent O. T. Made and Better
Staten Island	1	99.4	1	99.5
Shenandoah	2	98.5	2	96.1
Cumberland	3	96.4	10	90.8
Wellston-Delphos	4	95.7	3	95.5
Wheeling	5	95.6	6	94.1
Philadelphia	6	95.1	12	90.4
Ohio	6	95.1	8	93.1
Indianapolis-Springfield	6	95.1	5	94.4
Illinois	9	94.1	9	92.1
Baltimore	10	93.9	13	89.9
Indiana	11	93.1	3	95.5
Newark	12	93.0	7	93.7
Cleveland	13	92.9	15	87.9
Toledo	14	91.1	14	88.7
Monongah	15	90.7	10	90.8
Ohio River	16	89.8	19	81.7
Pittsburgh	17	86.2	16	87.1
Chicago	18	85.1	17	83.9
Connellsville	19	80.8	18	82.1
New Castle	20	79.8	20	71.5
DISTRICTS				
Staten Island	1	99.4	1	99.5
Main Line	2	94.3	5	90.6
Baltimore and Ohio Southwestern	2	94.3	2	93.4
Wheeling	4	93.5	4	91.2
Cincinnati, Hamilton and Dayton	5	92.9	3	91.5
Pittsburgh	6	84.3	6	84.1
Baltimore and Ohio	.....	91.0	.....	88.7
Baltimore and Ohio and Baltimore and Ohio Southwestern	.....	91.5	.....	89.5
System (Baltimore and Ohio, Baltimore and Ohio Southwestern and Staten Island)	.....	94.1	.....	92.8

Office of General Superintendent of Transportation
Baltimore, Md., December 4, 1915



The Cumberland Road (The National Pike)

Some Reminiscences of Judge Oliver C. Gephart

THE first issue of the BALTIMORE AND OHIO EMPLOYES MAGAZINE contained an article on Judge Oliver C. Gephart of Cumberland, Md., and it is doubtful if any succeeding issue has discussed a more interesting individual. He is always particularly interesting to Baltimore and Ohio people because he is the sole survivor of the distinguished party which was present at the laying of the cornerstone of our railroad in 1828. That group of men, it will be remembered, included Charles Carroll, who was the last living signer of the Declaration of Independence, and who remarked as he turned the first spadeful of earth for the construction of the first railroad, that he considered the act second only in importance in his life to the signing of the great document of 1776, if second to that.

Although ninety-eight years old, and for the last ten months confined to bed in his beautiful Cumberland home, Judge Gephart still discusses events of current interest with the enthusiasm of a man many years his junior, still has a hearty handshake and welcome for a visitor, still recalls with wonderful fidelity the stirring times he has experienced during the great growth of our country in the last hundred years, and is still willing and anxious to debate the relative merits of a high protective and a low revenue-only tariff with one who is unwary enough to permit himself to be drawn into such an argument with him. Which side of the debate he would take may be determined from the fact that Judge Gephart—as a Whig—voted for William Henry Harrison in 1840, and continued to cast his ballot for the Whig and Republican nominees up to 1912.

I was fortunate enough to interview him the day immediately following the granting of the five per cent. increase to the railroads and to be the first one to tell him of the decision. No introduction could have been a more gracious one, for he rose straight up in bed and with emphatic interest said:

"You don't say so!"

"Yes," I replied and then went on to tell him about the exceptions to the flat increase. His face assumed a more inquiring appearance and quick to realize the seriousness of the exceptions to the benefit which would accrue to the Baltimore and Ohio, he interrupted with,

"Well, that doesn't mean so much to our road after all, does it?"

"Not unless general business conditions pick up very rapidly and very measurably," I continued, "although there is a feeling at the home office in Baltimore that the very willingness of the Commission to grant a substantial increase is a good sign that the railroads

are not to be burdened further with adverse and expense-creating legislation without recognition of the necessity for additional revenues."

"Very true," he admitted, "and yet when history is written, I venture to predict that some of the regulatory acts which have so materially retarded railroad progress during the last few years will be considered extremely unfortunate economic blunders. Few people appreciate the enormous part which the railroads have played in the upbuilding of our nation." And then he talked in a reminiscent vein of his own early experiences in what was during his youth the western, or middle western part of the United States.

"We were living in Charles Town, Va. (now W. Va.), when in 1833 my father heard of the great amount of traffic which was being carried over the Cumberland Road, or the National Pike as we knew it in those days, and of the impetus which would be given to business in Cumberland when the road was completed to the Mississippi. So to Cumberland we went, arriving there in the year 1833. And we *did* find it a thriving town.

"It was the axis for three stage lines, one to Baltimore, one to Wheeling and one to Connellsville, and thousands of freight and mail and passenger coaches started from there every year to carry goods and news and settlers into the country west of the Ohio. When we arrived in Cumberland the National Pike had been completed to Wheeling for about fifteen years, and there were great discussions in the National and State legislatures in those days as to how the road should be repaired after the heavy traffic had torn it up.

"The original construction of the road had been exceptionally good, the McAdam system having been used, and when you consider that this meant the laying of a very heavy sub-surface of either flint, granite or some other hard stone, and that it had to be broken by hand and carried in the rudest kind of conveyances for long distances, you can realize what an undertaking and what an achievement the building of this great road was.

"One of the most interesting features of the operation of the road was the method used in charging for the passage of vehicles. The toll or tax was usually levied on the vehicle according to what kind of a vehicle it was, according as it was drawn by one or more animals, and finally according to the width of the tires on the wheels. The narrower the wheel, the greater the charge, since the narrow tire did a good deal more damage to the road than did the wide one. Then also to protect the road and to prevent ruts from being worn in the same places, logs were laid over the rutty spots and the drivers forced to pack the roads on the edges and thus to save the worn parts.

"The rivalry between the companies or individuals operating the various lines was most intense, and there was even more intense rivalry between the drivers of the coaches. The finest horses procurable were used on the "Limited" routes, and the relays were as frequent as the importance of the schedule demanded and the resources of the owners allowed. Stringent rules kept the handlers of the coaches and fours sober when they were on duty and the penalty attached to failing to make scheduled time on account of intoxication was usually dismissal from the service. Furthermore, the roads were often so rough and laid in such dangerous places that it was risking the safety of coach and contents to send out a driver who made a practice of over-indulgence in liquors.

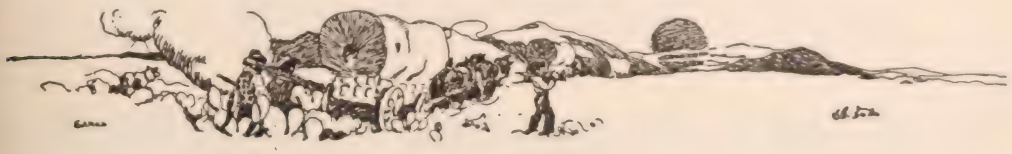
"Of course there was a great deal of drinking of strong liquors in those days, for there were taverns every little way along the Pike, and the cheer offered therein was hearty and tempting. We still have here in Cumberland, at the corner of Baltimore and Mechanic Streets, just a step down the road, one of the oldest taverns on the Pike, the Olympia. It has been changed in size and form since it was originally built, and has also been burned twice in my memory, but I believe that the original foundations and the original first story walls are about the same as when they were built before I came to Cumberland in 1833.

"Traffic on the Cumberland Road increased by leaps and bounds during the early years of its existence, and undoubtedly the road was one of the principal factors in the development of the West. But it was fortunate that the locomotive reached a practical stage of operation when it did, for the amazing increase of the agricultural products in what is now Ohio and Illinois would soon have swamped the inadequate facilities provided by the Cumberland Road and other great avenues of commerce constructed for animal drawn traffic. And it was fortunate, too, that the farsighted men in Baltimore who first saw the possibilities of the steam railroad had the perseverence and the nerve to enlist sufficient capital to construct the old Baltimore and Ohio. For it was these men who not only first started to provide adequate transportation facilities for the sections through which the line was built, but who also, by their initiative and determination, proved that the steam railroad was a practicable and superior method of transportation, and thus stimulated the building of other steam lines in different parts of the country. I remember full well that the reason we moved from Virginia to Cumberland was because we thought that as the eastern terminus of the National Pike, it would offer great possibilities for development and the acquisition of wealth; how, after getting there we waited patiently for the completion of the canal to start the anticipated boom, and finally how the building of the Baltimore and Ohio Railroad actually brought the boom and was the greatest single factor in the development of Cumberland and the surrounding section. But if the Railroad meant a great deal to Cumberland, Cumberland on the other hand meant a great deal to the Railroad. Years ago I figured out that the profit accruing to the Baltimore and Ohio from the coal traffic moving from Cumberland had been enough to pay for the entire cost of constructing the Rail road from Baltimore to the city of Wheeling."

This reminded me of the fact that our recent improvement at Magnolia and vicinity had cost the Railroad more than the total cost of the original building of the line from Baltimore to Wheeling, and I told this to Judge Gephart. He was naturally very much surprised and asked me a number of questions as to just what the improvement consisted of, how long it had taken to complete it and how far the separate parts of the improvement were from Cumberland. He also showed a remarkable knowledge of the distances of various sections of the main line from his city, gained during the years that he was employed as "man-of-all-work" for the Company at Cumberland, some of these years antedating the middle of the last century. I could not help thinking what an inspiration it would have been to the old gentleman to get on No. 6 with me that afternoon and see for himself the great work accomplished in connection with the Magnolia Cut-off.

Other anecdotes relative to his early pioneering days, particularly of a trip which he made by boat from Louisville, Ky., to Cincinnati, from there by stage coach to Springfield, Ill., when that part of the Cumberland Road had been laid out but neither graded nor surfaced, held my attention for upwards of an hour, and although he had not seemed to tire perceptibly, I felt that it was time to go, and against his protestations I rose to leave the room. His farewell was absolutely characteristic of the strong spirit which burns in his aged frame. He pressed my hand with a surprisingly strong grip, and then as I was passing out of his presence called in a clear voice:

"Good luck to you, young man, and good luck to the Baltimore and Ohio."



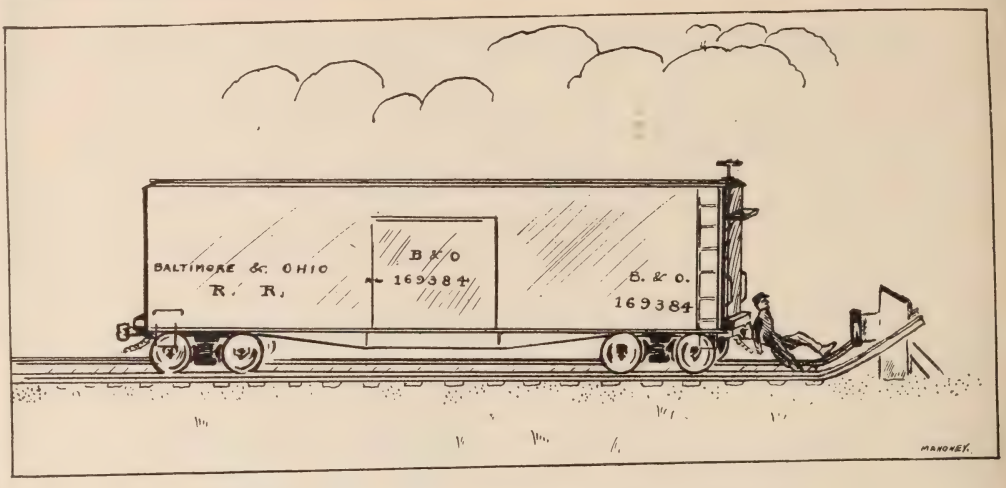

Gee! but I'm glad it's Christmas.

Gee! But I'm Glad It's Christmas!

By Louis M. Grice

Gee! I'm glad it's come at last—
Thought it never would come round;
Seems the mostest time has passed
Since the last one. My! I found
Little engines made with brakes;
Books with colored pictures—Gee!
Apples, candies, nuts and cakes
All around my Christmas tree;—
Drums to beat, and fifes to play—
Gee! but I'm glad it's Christmas day!

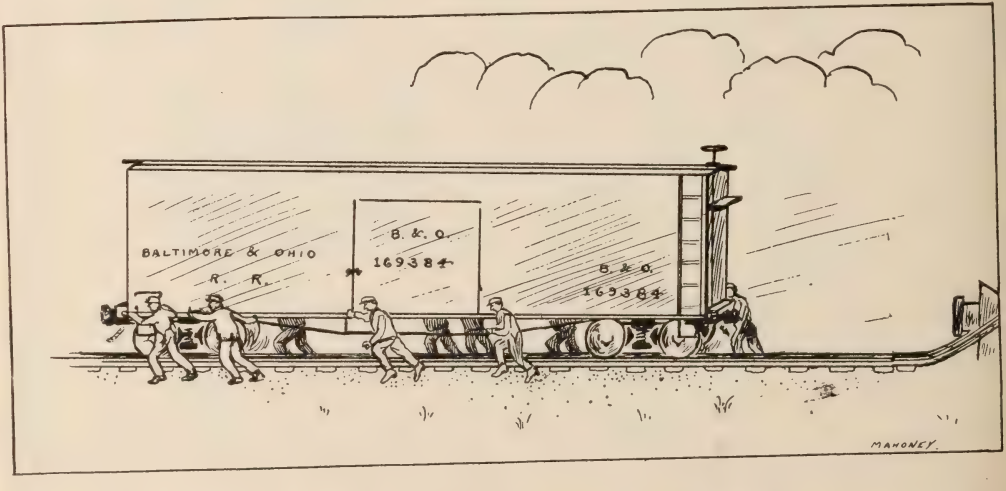
But there are some little boys
Who are poor as poor can be;
Mother says they've got no toys,
Nor a pretty Christmas tree;
So I'll send them some nice things,—
Tops and goodies from my share,
And a painted bird that sings,
For I've got enough to spare:
When they see them—what they'll say!
Gee! but I'm glad it's Christmas day!



ONE Man CAN'T Do It

but

With Everybody Helping



We CAN Keep the Cars Moving

Put YOUR Shoulder Back of YOUR Wheel

Economy and Efficiency of Passenger Traffic Accounting

By C. H. Poumairat

Auditor Passenger Receipts

FEW persons know that an average of 60,000 passengers are carried each day throughout the year, by nearly 1,000 daily passenger trains of the Baltimore and Ohio Railroad, passing between all the large cities from the east to the west, viz: New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Chicago, Cincinnati, Louisville and St. Louis, aggregating in the past fiscal year 20,581,992 passengers traveling 714,368,423 miles. Nor do they realize the responsibility and labor involved in accounting for these passengers, represented by as many tickets of different denominations, which were invoiced to Baltimore and Ohio agents or emanated from foreign lines, having been sold to and surrendered by the passengers, collected by conductors and train auditors and sent to the office of the auditor passenger receipts. There they received individual examination, involving check against the agents and foreign reports to ascertain if proper service had been performed and correct charges made, while the revenue resulting from the sales was duly apportioned to the several operating divisions and to about three hundred foreign connections.

The classes of passenger transportation are diversified, a multiplicity of forms being necessary to meet the many demands of the traveling public. These embrace one-way and round-trip tickets of various limits, such as the popular priced excursion ticket for everybody; the round-trip tourist tickets for those visiting Florida, Pacific Coast, and seashore and mountain resorts; the home-seekers' ticket for those contemplating settling in the west; around-the-world tickets for persons with time and means; scrip and mileage books for the convenience of the commercial traveler; steamship orders for passengers from abroad; prepaid ticket orders to bring home friends from other cities; commutation tickets for the surburbanites; monthly and quarterly tickets for children attending school; clerical tickets for ministers and charity workers; immigrant tickets for prospective Americans; cash fare receipts for those not procuring tickets; milk tickets for the transportation of milk to the large cities from the adjacent country; and even the canines of high degree rest comfortably in the baggage car with dog tickets tied around their necks, and last of all but by no means least, the pass ticket, a privilege enjoyed by all loyal employes.

For the purpose of economy and to reduce the number of interline ticket forms, a multiple route and junction point ticket has been adopted, which can be advantageously used by a system of indicating punch marks for travel to a number of destinations reached by any of a number of competitive routes.

When tickets are printed they are sent direct to the passenger department at Baltimore or Cincinnati, and these two offices distribute supplies to the agencies over the entire System, the volume and variety of stock furnished an agency being determined by the public demand. Immediately upon receiving a supply of tickets the agent is required to check them against the invoice, receipt the invoice, if correct, and return it to the

supply office; this makes the agent responsible for the stock placed in his possession, full description of which must be entered in the station record book, Form 55.

The ticket supply office sends to the auditor passenger receipts duplicates of all invoices and recall ticket notices for registry, and the audit office maintains a complete record of the tickets furnished to and sold or returned by agents, so that it is known at all times just what tickets each agency should have in stock.

When the traveling auditor visits a station, the agent's stock record, Form 55, is checked against the ticket stock actually on hand to establish a record of the condition of the agency and to determine proper charges; the station record book, Form 55, is then forwarded to the auditor passenger receipts to be checked against his record; thus any existing differences are discovered and adjusted and agent is promptly notified.



C. H. POUMAIRAT

The accounting department regards a ticket in much the same light as that in which a banking house views a bank-note, for the obvious reason that a railroad passage ticket of any type represents the transportation value equivalent to its purchase price, and it is actually worth just that much. It is said that a dollar is sometimes held a long time, but so is a ticket, for that matter, as we recently received in our collections a ticket issued on September 6, 1872, and not used on train until July 27, 1915. The conductor properly honored this ticket as it was unlimited and therefore valid for use.

To prevent any monetary loss which might result from the theft, loss, misuse or manipulation of tickets, it is incumbent on all concerned to place every safeguard around them; it is also of the utmost importance that all tickets, when honored and collected for passage, be properly cancelled by punch cuts of the honoring conductors or train auditors, and that all cancelled tickets or coupons be lifted on the terminal trains whereon used, and promptly and safely transmitted to the office of the auditor passenger receipts. This procedure is not only a protection against loss or fraudulent use of tickets, but it also facilitates the accounting of them, as each coupon or ticket thus received forms a check for the revenue covering the service indicated thereby. Agents should exercise great care in thoroughly cancelling

tickets made void, before sending them to the audit office; it has happened that this neglect of duty has resulted in the misappropriation of tickets; the audit office cancels tickets in its custody whenever necessary.

Collections of tickets and passes, together with mileage and reports of



DISTRIBUTION AND CHECKING OF TICKETS

cash fares and tickets honored but not lifted, are enclosed in special envelope, Form 387-Z, and transmitted to the audit office from the 1,000 trains each day.

These collections are first used by the passenger accounting office to compile the earnings of each passenger train, record being made of the number of passengers carried, the passenger miles traveled, total revenue earned and the average rate per train mile, and a statement enumerating all passenger trains operated is issued monthly and distributed to the interested officers of the Company, who may see at a glance the earnings of any passenger train on the System, as desired. And as a number of copies are necessary in the production of this statement, the commercial duplicator serves the demand, yielding the required number of clear copies, with economy of time and labor.

In compiling the daily and monthly figures for train earnings the comptometer non-listing adding machine is used to advantage; moreover, calculating machines are used for a mass of other calculating work throughout the office, being applied in testing the extensions and additions on the reports of our agents, and on reports of foreign lines. Machines are also applied to statistical work, and their use results in economy and efficiency, as the operators, through constant practice, attain a high degree of speed and accuracy, thereby saving considerable time as against the ordinary process.

Tickets are assorted currently by the train earnings clerks and are accumulated daily in specially prepared ticket cases until the completion of the month's collections, when they are in readiness for the work of checking against reports to ascertain if all are properly accounted

for, and corrections or claims are made on our agents or foreign companies, as the case may be, for any discrepancies that may occur. Distinctive colors of tickets add materially to the speed and accuracy in assorting and checking, obviating the necessity for closer scrutiny.

After tickets have served their full purpose in the audit office, they are arranged according to selling stations or issuing roads, packed in metal boxes and sent to the record store room at Camden Station, where they are held during the period prescribed by the Interstate Commerce Commission, being ultimately consigned to an electrical macerating machine and reduced to pulp, which is disposed of to the paper manufacturer.



BUREAU OF CALCULATING MACHINES AND LABOR SAVING DEVICES

This is accomplished under the supervision of the custodian of records.

When conductors and train auditors collect cash fares on trains from passengers not holding tickets, cash fare receipts containing auditor's stubs are issued to represent the fares collected, which are reported daily by conductors and train auditors, and are subjected to practically the same check in the audit office as is applied to tickets. A receipt in triplicate is issued for the cash which is deposited daily by the conductors with the agents at the terminal of their runs. This system protects the conductor, the agent and the auditor, each of whom receives a coupon of the deposit receipt.

Mileage and scrip books issued under the supervision of the Trunk Lines, Central Passenger and Southeastern Passenger Associations, are interchangeable with the other lines in their respective territories, but are restricted to the individual use of the purchaser; whereas local mileage books are good for general use, but are confined to Baltimore and Ohio local territory and to a few associated lines, in order to equalize with competitive railroads. In auditing mileage and scrip coupons, passenger revenue is not directly credited with the value of the coupons sold, as this is held in a suspense account until transportation service has been actually per-

formed, then the value of the honored coupons is transferred from the suspense account to passenger revenue and distributed to the divisions on which the service was performed.

A card record is kept of mileage tickets issued, which is thought to be superior to a book record, as it permits the elimination of all entirely used tickets, thus reducing the volume. This system requires the placing of a card in a record cabinet to represent each book invoiced to an agent, and as sales are made, each card is so recorded and transferred to the sales case, where it remains until the use of the book is completed and refund on the cover is made; then final record is entered on the card,which is withdrawn and filed with the redeemed or inactive group.

The accounting for the value of honored mileage coupons of foreign lines issue is made by bill or statement which is settled through the medium of the interline ticket report rendered by the selling company to the honoring company, and the listed coupons of foreign issue must accompany the bill to validate the claim for revenue. These coupons are, therefore, tantamount to their cash value, and their loss would be equivalent to the loss of so much money; consequently, it is essential that every precaution be taken to safeguard them in transmission, also while in the custody of the accounting offices. Vigilance to prevent loss on this account begins, however, with the conductors, who must see that coupons are properly detached and carefully forwarded to the audit office.



COMPLETING AND DISPATCHING INTERLINE TICKET REPORTS TO FOREIGN COMPANIES

It has been demonstrated that the Burroughs adding and listing machine, equipped with electric drive, is the best device for tabulating the honored coupons on the statements to foreign companies, as it is rapid in operation and prints the details and adds the columns simultaneously, thereby effecting a considerable saving in the work.

The interline apportionment bureau divides between interested carriers the value of tickets sold by our agents to points on and via connecting lines. An

interline ticket may be routed over many lines and each carrier must be represented by a separate coupon and is entitled to a proportion of the through fare collected. For example, a passenger making a tour from Baltimore to San Francisco and return, including a number of side trips, or to the Philippines, or even to China, purchases from our agent a ticket reading from starting point to destination, paying in advance the full cost, which is reported by the agent to the audit office, where the fare is apportioned to the participating lines.

The division of through fares is complicated, as the prorating bases vary extensively, the apportionment being sometimes made on mileage prorate or percentages, while at other times arbitraries, transfer charges and sub-divisions must be considered, according to the routing of the tickets, or the construction of the fares. Clerks performing this branch of the work must thoroughly understand the construction and division of through fares, and must have a knowledge of the various gateways, junction points, short line mileages, and the geography of the country. This information can only be attained by long experience and studious application. Interline reports, describing tickets subject to division, and showing the proportions of fares due the foreign companies performing service, are prepared monthly and mailed to about three hundred railroad and steamship companies on the last day of the succeeding month. To accomplish this in the heavy summer season is "the big job" and requires fixed determination and strenuous effort. We in turn receive from foreign lines similar reports covering their issue of tickets routed via our line. The balance due as a result of the interchange of traffic is thus ascertained and the creditor company makes draft on the debtor company for the outstanding amount.

The reports received to cover the value of transportation service performed by this Company on account of tickets of foreign lines' issues are checked to find if all collected tickets are reported, and the proportions allowed are thoroughly analyzed to ascertain if correct; claims for any additional revenue due are entered against the issuing lines.

Another method through which passengers are transported, is the prepaid ticket order system under which a prospective passenger in one city may have his transportation procured to another city by a friend at the destination point, who may buy and mail a prepaid ticket order to the passenger who may exchange the order for a ticket at the starting point. To expedite delivery of tickets, prepaid orders are frequently placed by telegram. Such orders may be drawn for passage between points on our line, also to and from points on foreign roads.

Passenger transportation furnished to the United States, State and Municipal Governments, and to certain institutions, is not immediately paid for in cash, but is delivered on orders or certificates issued by the proper authorities. In honoring such credentials, agents report the tickets issued thereon at their face value, and claim credit on a designated form, attaching the honored orders in support of their claims for credit, sending same to the auditor passenger receipts, who renders bill against the institutions indebted.

Monthly and annual statistics are compiled for the Interstate Commerce Commission for various state commissions and for internal use and general information.

The Points of Contact

LET the railroads look closely into the attitude of every employe who meets the public. The individual standing behind the ticket counter and window may help to win or lose a favorable opinion for the railroad. The clerk in the baggage room, the man at the gate, or the conductor and brakeman can foster friendly or unfriendly feeling.

The Pittsburgh *Post*, July 28, 1915



Launching the New Tug "George M. Shriver"



THE latest addition to the Company's marine equipment in New York harbor—a new steel tug, bearing the name of our second vice-president, George M. Shriver—was launched on Saturday, November 13, at the yards of the Staten Island Shipbuilding Company, Staten Island, New York.

The tug was christened by Miss Helen C. Shriver, of Baltimore, daughter of the second vice-president, who broke the bottle against the prow (and there is certainly no doubt about its being broken, as can be seen from the timely snapshot of the camera man).

The boat being ready and the tide right, the launching was arranged on short notice, but it was none the less successfully carried out by the officers of the Shipbuilding Company, who did everything to make the occasion pleasant and memorable. Upon reaching the christening stand, the sponsor, Miss Shriver, was given a large bouquet of roses and much advice from her friends on the ways and means of assuring a proper christening. After the arrival of the guests, it was a question of only a few minutes before the experienced ship-carpenters had performed the necessary final



SECOND VICE-PRESIDENT SHRIVER AND PARTY IN THE LAUNCHING STAND

steps for releasing the tug, so that as soon as the last controlling scantling was sawed through, the "George M. Shriver" smoothly slid down the ways, presenting a pretty picture as it parted the waters and floated gracefully out into the harbor. Following the launching the guests were entertained at luncheon by the officers of the Shipbuilding Company.

A message was received from president Daniel Willard, who was on the annual inspection of the lines, regretting his inability to be present at the launching, and expressing the hope "that the good ship 'George M. Shriver' might have a serene and successful career."

ready to supplement the efforts of the thousands of men of strong hearts and active minds who are making "Service" synonymous with "Baltimore and Ohio."

Among those present were Mr. and Mrs. George M. Shriver, Miss Helen C. Shriver, C. C. F. Bent, vice-president Staten Island Lines, and wife, general superintendent and Mrs. J. H. Clark, Miss Ruth Clark, Miss May Davidson of New York, Miss Josephine Shriver and Miss Constance Irvin of Baltimore, Col. S. T. Everett and Miss Everett of Cleveland, Miss Lansing of Buffalo, Mr. F. X. Milholland and the following officers of the Shipbuilding Company:



A REMARKABLE "SNAP" OF THE BREAKING BOTTLE

In a few remarks Mr. Shriver expressed his appreciation of the honor of having his name thus identified with the history and activity of The Baltimore and Ohio Railroad Company, and complimented the officers of the Shipbuilding Company on the promptness and effectiveness of their work. He expressed the hope that the new tug, with its ample boiler capacity and powerful engines, would shortly be

President Davidson, A. Hinton, manager, and Mr. George H. Bates, secretary and treasurer, and Mrs. Bates.

The new tug is 118 feet 6 inches in length, with a 25-foot beam and a draft of 13 feet 6 inches. It has a 1050 horsepower engine and a capacity of 217 tons.

The tug will be added to the already large fleet of steam craft which the Baltimore and Ohio is now operating in New

York harbor for the general transfer of freight to and from the various wharves, piers and docks.

were only two places for it to be, either at the bottom of the river or in the hold of the new tug, inquiry brought forth



IN THE WATER AND READY FOR HER MACHINERY

A striking example of the quickness and dispatch of the shipbuilders was shown to the launching party. When they first arrived they were greatly interested in the massive boiler which the officers of the Shipbuilding Company said was to be placed in the new tug about to be launched. It was naturally supposed that this would not be accomplished for at least a day or so; but, upon returning to the wharf within an hour, preparatory to departure for New York City, everyone was astonished to see that the boiler had disappeared, and as there the fact that it was already safely lodged in the staunch steel hull moored to the adjacent dock. Here it is now, undergoing the work of installing engines, interior fittings and the many other details before it is ready for service.

The shipbuilding officers expect, with favorable conditions, to have the tug ready for service within eight weeks from the date of launching, or early in January, and, judging from the demonstration above referred to, there is reason to believe that they "will let no grass grow under their feet."



Standards and Practices in Motive Power Work

Address of F. H. Clark, General Superintendent of Motive Power, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

I want to read an extract from a letter I received last week from a friend of mine who recently made a trip from Chicago to Washington and return. He made his trip on our train No. 5. Listen to what he says about it:

"I was more than gratified at the improvement of the Baltimore and Ohio service. I made the trip comfortably and free from any jar or mental anxiety. The train maintained a good rate of speed at all times but was not fast enough at any time to alarm me about going down the side of the mountain or into the ditch. The service was much better than I have ever seen it on the Baltimore and Ohio and much better than on a competing line on the outgoing trip. The dining car service was very good, and all in all it was one of the nicest trips that I have ever made from Washington to Chicago."

Now there is nothing unusual about that sort of communication. We are getting words of praise from every direction, and in reference to all branches of the service. In the past few weeks I have been trying to account for this, to find out how we have done it. Some of my friends here in the thick of the fight have given me various explanations. One of them was good enough—I think two or three of them—to say, that the motive power department has done its share of the work. That may be true; I hope it is; it certainly should be true; we have used a good deal of money and time to help build up the service and make it possible to handle our freight and passenger trains more comfortably and efficiently. So I say, that I hope the motive power department has had something to do with the improvement in the service which has been so manifest in the past few months.

I think our locomotives are doing better; at any rate our engine failure reports seem to show that they are. Other reports show that our trains are getting over the road, so the engines must be doing fairly well.

We have not done much of late in improving or bettering the design of our existing locomotives. A year ago last fall reference was made to the fact that we were putting new steel frames under the E-24 locomotives. That work is practically finished, there being only two or three more yet to be so treated. We are applying new frames to some other locomotives and will probably continue to do so.

The passenger cars have not received so much attention lately, but we have done something toward their improvement — particularly with our dining cars.

Our freight cars may be said to be in better condition. We are certainly making a good record in the matter of lubrication, at least so far as miles per hot box is concerned. I am sure that hot boxes are not making much trouble on the road.

Reference has been made to the fact that we have been applying steel center sills to many of our older cars. There have now been applied about 10,000 center sills to M-8 box cars. We have

about 3,500 of these cars to which we do not expect to apply center sills. Some are in such condition that we will never make such repairs to them, but we have recently contracted for repairs to 1,500 more of them and this will nearly clean them up. We have also done well with the M-11's.

One of the big problems confronting us is that of the old steel hopper and gondola cars. We can only figure the life of an open steel car body at about fifteen years, and a good many of those cars have reached that age. In their present condition, therefore, they are hardly in shape for very much more service, and we have got to determine what to do with them. We have already arranged to build 1,200 new bodies for application to trucks of old N-9 cars, fifty ton capacity, and it looks as though that was the thing to do—to continue that work and clean up those cars.

We have a number of open steel cars of 80,000 pounds' capacity, and what to do with them is not quite so clear. It does not seem that we ought to build 80,000 pound capacity open bodies, although we may build box or stock car bodies for these trucks.

In case this program works out we hope to provide shops which will enable us to build eight or ten steel cars a day and set them on the old trucks. Or, it may be possible to build five or ten box car bodies a day and set them on the old 80,000 capacity trucks. It is not the new equipment, but the old equipment that constitutes our greatest problem.

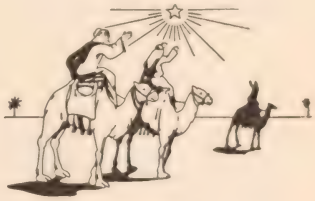
The new equipment does not present so great a problem for its designing is fairly easy as compared with the determination of what we shall do with some of the old equipment that is not giving us satisfactory service.

As Mr. Thompson has said, however, we have bought a good deal of equipment in the last four or five years. Some of it required new designs, but as far as possible we have followed the old designs. In driving boxes and other typical parts, where existing designs can be used, we use them, thereby keeping down the cost of maintenance.

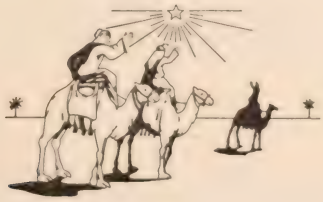


Christmas Morn

By Louis M. Grice



A Star emblazoned on the crest of night,
Imparts its splendor to the radiant morn;
Joy reigns supreme; despair is put to flight;
Hosanna! 'tis the day that Christ was born:
Hark! how the bells the wondrous tidings ring
Through all the world, while joyful choirs sing.



What They Thought of

MEETINGS of this kind are productive of a great deal of good because they bring officials of various departments in closer touch and allow for the exchange of ideas as to the best methods of operation and maintenance. Certainly the meeting at Deer Park this year accomplished much along this line.

J. E. LLOYD,
Division Engineer,
Cleveland, Ohio.

IT WAS very beneficial to every person fortunate enough to be present, and the program as carried out could not have been improved upon. The manner in which it was conducted by our most worthy third vice-president was splendid and the speeches most interesting. The concerts given by the Glee Club after each day's session were fine indeed, and acted as a desert for the mental body after a hard day's business session. I only wish we could do things oftener which would necessitate calling us together in the same cause.

W. H. BOUGHTON,
Assistant Superintendent,
Cincinnati, Ohio.

THE outlining of the plan for the Baltimore and Ohio System by the chairman and his views of operating an industry of so great a magnitude, were gratifying. It should have been of great interest to the large number of his associates present, and beneficial to the industry. No industry, be it large or small, can make a continued success without RECOGNITION, and a railroad must have this asset, not merely on the territory which its rails may cover, but far beyond. To acquire this, there must be the kind of business and social cooperation obtained by meetings like that held at Deer Park.

C. E. BRYAN,
Division Engineer,
Parkersburg, W. Va.

IT WAS the best meeting of its kind I have ever had the pleasure of attending. I was much impressed by the reports showing the accomplishments of the past fiscal year, indicating, as they did, the results that can be obtained by hard and conscientious work as well as enthusiastic and loyal support on the part of all concerned. The talks were interesting and beneficial, and the music so ably furnished by the Glee Club fitted in so nicely as to make the whole program most enjoyable. I am sure it was a meeting that will long be remembered.

E. A. PECK,
General Superintendent,
Pittsburgh, Pa.

THE meeting was conducted on lines similar to those of the monthly divisional meetings, as well as the general manager's expense meetings, which have proved so successful since they were inaugurated. Meetings of this sort tend to broaden the scope of the employe, in that they give him an opportunity to exchange ideas on the different methods of operation and enable him to separate the "wheat from the chaff" and apply the most efficient practices to his division. They make it possible for him to meet his fellow-workers, thereby promoting the good fellowship and cooperation which is so essential to a productive organization. I was much impressed with this particular meeting, for aside from the relaxation it afforded the employes, the educational advantages cannot help but be reflected in more efficient operations.

J. P. KAVANAGH,
Assistant Superintendent,
Baltimore Division.

the Deer Park Meeting

THE meeting was of value to me for the following reasons: it established closer relationship between division and general officials, gave the division officials a broader viewpoint of Company affairs, brought out the personal relationship of all members of the Baltimore and Ohio family and permitted splendid opportunity for interchanging ideas in solving local problems.

S. U. HOOPER,
Trainmaster,
Seymour, Ind.

SUCH a meeting unquestionably promotes the general welfare of all dependent on the railroads for efficient and economical service. It educates those responsible for results and tends to fit all in attendance for greater responsibilities. It inspires them to put forth their best efforts for the greatest good of the greatest number, as the necessities of the railroads are the necessities of the people as a whole, and the result of such a meeting is sure to produce most efficient service.

W. MALTHANER,
Superintendent of Shops,
Newark, Ohio.

THE result of the convention was educational; it acquainted every man with the work of every other department, broadened his vision and enabled him to see his own work in its true perspective. It enabled the officers and men to become better acquainted with each other, so that there will be less fomality in their relations with each other and as a consequence interdepartmental business will be carried on more smoothly and more expeditiously. Such meetings should be held at least once a year, and I believe that it would be much better if they could be held twice a year, so that the officials of each department could tell at one meeting what they were striving to do and at the next meeting what they had accomplished; this, I believe, would arouse great enthusiasm and be of vast benefit to the Baltimore and Ohio.

JENKS B. JENKINS,
Valuation Engineer,
Baltimore, Md.

THESE meetings are indeed the fount of knowledge at which all may drink. The illuminating talks by our general officers, the intermingling and fraternizing of the divisional officials and the general discussion on varied subjects by them cannot but have an enlightening, a broadening and inspiring effect. In regard particularly to this meeting, I may say that we were made to feel, as never before, the immensity of the business in which we are engaged, and were brought to a fuller realization of the fact that its problems are worthy of the thought of the ablest minds. The reading of the record of results of the operation in months just past, gave reason for a feeling of gratification at what had been accomplished and on every side was manifested, it seemed to me to a larger extent than ever before, a unity of purpose, a fine enthusiasm for the accomplishment of greater things.

C. B. GORSUCH,
Superintendent,
Pittsburgh, Pa.

I WAS glad to attend the staff meeting at Deer Park, as I derived a great deal of benefit from it. The different subjects discussed and the talks made by the officials were splendid and showed us a thorough outline of the business of the different departments of the road. In addition to this, the meeting afforded the various officers the opportunity of becoming better acquainted, of talking over local conditions prevailing and of exchanging ideas. Mingled with business was also a social side, which should not be lost sight of; the activities in this line I enjoyed immensely and feel sure all present did, too.

T. R. STEWART,
Superintendent of Shops,
Cumberland, Md.

Don't Stall

By T. T.

WHEN you hear the buzz of the boss's bell,
And your heart jumps fast, 'cause you know full well
The question he's going to ask you;
When your cheeks go red and your knees get weak,
And your throat's so dry you can scarcely speak,
Don't try to bluff—it won't help you.

You remember the job that he gave you to do,
You know that he's been in an awful stew,
To get it out of his system.
Yet you put it off in the usual way,
And, to tell the truth, you'll have to say
You've had your chances and missed 'em.

Your conscience has pricked you whenever you've said,
I should do it now but I'll do this instead—
Then you put it off 'till tomorrow.
The minutes you've wasted look awfully big
When you know that the boss knows you want to renig
And you try to renig—to your sorrow.

So when he looks up as you enter his room,
And the atmosphere seems to be reeking with gloom
When he sharply asks if you've done it—
Don't hand him a lemon or frame an excuse,
You've tried that before and you know it's no use,
When you can't even say you've begun it.

Just say "it's not done"—look him square in the eye,
It's silly to hedge and it's childish to cry,
And remember—he knows when you're stalling;
Don't stutter and stammer, don't dodge and don't duck,
He asked YOU to do it—you can't pass the buck,
Though you know that your stock with him's falling.

Try to smile when you say that it's still to be done,
For his frown will look like ten frowns rolled into one
(While you stand there, it won't be diminished),
So beat it as fast as you possibly can,
Get after the job with the speed of a man,
And stick to it tight till it's finished.

The Relief Department Savings Feature—Loans to Employes

By S. R. Barr, Superintendent

AS STATED in a previous article, one of the objects of the Savings Feature is to enable employes to borrow money for the purpose of acquiring or improving a homestead or freeing it from debt. This section of the



HOME OF OPERATOR ALEX. HOBBS, ST. DENIS, MD.

Relief Department is regarded as of so much interest to our people as to deserve special mention.

In order to secure a loan the applicant must be an adult employe of the Company, having a good service record, a member of the Relief Department, and have been continuously in the service not less than one year. He may borrow sums of not less than $100.00. The application for a loan (blanks for which are obtainable from any depositary, medical examiner, or the superintendent of the Relief Department) when received at the Relief Department office, is forwarded to one of the building inspectors, who makes an examination of the security offered. No charge is made for the examination and it is upon the basis of the inspector's report that the amount which may be loaned is largely determined.

Although the rules state that loans may be made for the purchase or improvement of a home, for building a residence or making improvements, for paying off mortgages or other liens on property, and for the settlement of personal debts that may become liens, it is not to be understood that loans will not be made for the purchase or improvement of property not occupied or intended to be occupied by the applicant as a home, nor is there any limit to the number of loans which may be obtained. The department has record of one employe who now owns twenty-eight houses, and his brother has almost as many.

The security required is a first mortgage on improved real estate, which must be situated within one mile of the line of Road, or one of its branches, or within the corporate limits of a town or city through or into which the Company's lines extend.

If the application is approved, the applicant must apply to the counsel of the Company for the county in which the property is located, for the preparation of an abstract of title to the property offered as security, and this abstract



HOME OF CONDUCTOR L. D. WEEDY, CUMBERLAND, MD.

must show that the borrower's title thereto is, or can be made, perfect. This is a protection to the borrower as well as to the department. The borrower pays the cost of making this abstract, and the fees for recording the mortgage and other papers.



HOME OF MASTER CARPENTER S. C. TANNER, ST. DENIS, MD.

The amount loaned will not be paid to the borrower except with the approval of the Savings and Pension Committee, but will be applied by the superintendent's direction to the purpose for which it was granted, whether payment of liens, the erection of a dwelling or improvements, the purchase of property, etc.

Not more than three-fourths of the value will be loaned on any property, but the valuation will include any improvements or buildings to be paid for out of the loan.

The borrower will be required to assign to the department his natural death insurance in the Relief Feature as collateral security for the loan, and if this is insufficient, he must insure temporarily in the Relief Feature for an amount which, with his permanent insurance, will be sufficient to cover the loan. The object is obvious; it is to provide a fund from which the balance due on the loan may be paid in the event of the borrower's death before the loan is repaid in full.

If this contingency arises, the beneficiary under the Relief Feature application is protected by the assignment to such beneficiary of the mortgage held by the department, to be held as a lien upon the property, which lien may be cancelled at his or her pleasure. If other heirs or creditors claim an interest in the property, the beneficiary's claim must be paid out of the estate before any division is made among the other claimants, the assigned mortgage being a first lien on the property.

The borrower is required to insure the buildings on the property against fire, and this policy must be assigned to and held by the department until the loan is repaid.

Loans are repaid by those in the service by monthly deductions on the payrolls. The monthly rate of repayment is $1.50 on each $100.00 borrowed, if the amount of the loan does not exceed three-fourths of the value of the property; or $1.25 per $100.00 if the loan does not exceed seven-tenths of the value; or $1.00 per $100.00 if the amount loaned does not exceed two-thirds of the value. These monthly payments include the interest charges.



HOME OF ENGINEER H. L. COPENHAVER, GARRETT, IND.

The rate of interest charged is six per cent. per annum, but interest is only charged on the balance remaining after

any payment, whether monthly or otherwise.

To pay off a loan requires eighty-two months at the $1.50 rate; one hundred and three months at the $1.25 rate; or one hundred and thirty-nine months at the $1.00 rate, provided that there are no other charges against the borrower's account and that he pays each instalment when it becomes due. By "other charges" is meant when the borrower is required to carry additional insurance under the natural death benefit; the contributions therefor are not deducted from the borrower's wages, but are advanced by the Savings Feature and charged to the loan account. It is also found necessary at times to advance recording fees, fire insurance premiums, taxes, etc., and all such items are charged to the loan.



HOME OF W. E. SHANNON, TRANSFER AGENT, BRUNSWICK, MD.

If a borrower leaves the service he may continue his monthly payments in cash through some bonded agent of the Company, or by direct remittance to the treasurer of the Company.

Borrowers are not limited to the monthly repayments, but can make special payments at any time, or can increase the rate of payment on the rolls whenever desired.

A loan can be paid in full at any time, but for this privilege a bonus is charged of $1.00 for each $100.00 of the balance due at the time settlement is made.

Loans are not made on second mortgages, nor on furniture or notes.

Loans may be obtained on leasehold property.

The following table shows how a loan will work out on the basis of monthly payments of $1.50 per $100.00:

A member receives a loan of.		$1000.00
At the end of the first month interest has accrued thereon	5.00	
		$1005.00
On the last day of the month he pays the first monthly instalment.....	15.00	
Leaving him indebted on the first day of second month..		$ 990.00
Interest for second month ...	4.95	
		$ 994.95
Second payment.....	15.00	
Interest is charged on this balance for the third month.		$ 979.95

The payment of $15.00 continues regularly for each month, but the interest is calculated upon the balance remaining after each monthly payment,



HOME OF CONDUCTOR JOHN A. MURRAY, CHICAGO JUNCTION, O.

and not upon the principal sum, hence the interest steadily decreases until for the eighty-first month it is only ten cents, and for the eighty-second and last month it is only two cents. As before stated, a

loan on this basis will be paid up in eighty-two months, and its total interest charge for that period is $219.43.

It is obviously a good way to save by borrowing the money to purchase.

Loans to employes constitute the principal investment of deposits in the Savings Feature; other investments are made in first class securities, such as state, municipal and other bonds, in accordance with the practice of all well-managed savings institutions. Another source of considerable revenue is the printing office at Mt. Clare, which is equipped and operated from the funds of the Savings Feature. This plant is reputed to be one of the largest south of Philadelphia. It is equipped with all the most up-to-date machinery and appliances, and it is here that a greater part of the Company's printing, including the EMPLOYES' MAGAZINE, is done. The operation of this plant contributes materially to the payment of dividends to our depositors.

It should be emphasized at this point that it is the money deposited in the Savings Feature which is used to make loans to employes, and the profits from the investments of such deposits make up the interest and dividends paid annually to the depositors.



RELIEF DEPARTMENT PROPERTY
The residence of an employe and family

The employes of the Company have apparently appreciated the advantages of the Loan Feature from its beginning, for during the first ten months after its inauguration, eighty-three persons borrowed sums aggregating $54,535.00. It is recalled that there was not always sufficient money on deposit at that time to meet the demand for loans, but the situation was met through advances of the necessary funds by the Company. To illustrate the growth of the Loan Feature, note that over $1,000,000.00 has been disbursed each year since 1911, inclusive, and that it reached the sum of nearly $1,500,000.00 during the fiscal year ended June 30, 1915. More than $16,000,000.00 has been loaned, of which $5,536,842.00 remains outstanding at this time. This $16,000,000.00 has been loaned to 19,337 persons. Of these 3,148 used it for building houses, 7,252 for purchasing homes, 2,666 for making improvements and 6,269 for releasing liens. The average amount loaned was $844.29.



HOME OF DR. E. J. HUGHES, HYDE PARK, CHICAGO, ILL.

It is the wish of the Relief Department to make its funds available to as many employes as possible, since it is felt that nothing can contribute to the well-being and happiness of our employes quite so much as comfortable homes, in which they can live, free from the worry and strain of rent paying. The series of advertisements which the department has been running in the EMPLOYES MAGAZINE has stimulated much interest in the Loan Feature.

The following table shows the distribution of the loans that have been made in some of the cities on our System:

CITY	NUMBER OF LOANS	AMOUNT LOANED
Pittsburgh, Pa.....	295	$ 473,420 06
Connellsville, Pa.....	472	615,475.17
Baltimore, Md.....	1300	1,189,683.18
Brunswick, Md.....	946	681,806.42
Cumberland, Md.....	655	649,687.69
Chicago Junction, O...	951	837,880.10
Newark, O.....	949	857,630.40
Garrett, Ind.....	1846	1,363,584.52
Chicago and South Chicago, Ill.....	244	362,085.32
Grafton, W. Va.....	1653	1,401,552.25
Parkersburg, W. Va....	649	609,408.88

The illustrations used in this article are of properties acquired through the agency of the Loan Feature.

CORRECTION

On page 43 of the November issue, in the article by S. R. Barr, Superintendent of the Relief Department, on the Savings Feature, it was erroneously stated:

"Interest at the rate of four per cent. per annum will be paid on all sums of $50.00 and upwards" * *

This should have read:

"Interest at the rate of four per cent. per annum will be paid on all sums of $5.00 and upwards" * *

Wholesale Brokers Instruct Manufacturers to Ship Via Our Lines

A LETTER-HEAD reached the office of the MAGAZINE several days ago and created an unusual amount of interest. It was sent in by a superintendent who evidently knows how to secure fine cooperation from at least one large shipper on his division, who appreciates the advantage of Baltimore and Ohio service. On top of the letter-head, which was that of a very large broker in the principal terminal point of this division, was printed in boldface type, "As we are located on the Baltimore and Ohio Railroad, do not fail to ship us via Baltimore and Ohio whenever possible, or see that we get Baltimore and Ohio delivery into C————." This is practically a guarantee that a large proportion of the business of the broker will be shipped over our lines.

It is well recognized by all who know anything about the solicitation of traffic that the securing of business nowadays is predicated on good service. Point number one, therefore, in this connection is, that we are delivering the goods promptly and efficiently to this customer.

Even with the best service, however, shippers might fail to give us a large proportion of their business unless our divisional officers and traffic men are right on the job. Point number two, therefore, is, that our superintendent has in this case been unusually alert in securing business for the Company.

This is really a remarkable testimonial to fine cooperation on the part of our forces at the place in question and although it is probable that many shippers would be unwilling to go to this length in pre-determining that shipments be delivered to them via our line, there is a fine kernel of thought here, which will bear looking into carefully.





A Passenger Fireman's Christmas

By S. T. Bride

Station Baggagemaster, Mansfield, Ohio

ONE bright Christmas morning a few years ago Thomas Raymond was happy, thinking that for once he was to have a Christmas off; a holiday to himself, free from work, a day in which to do as he pleased.

Raymond was a railroader, and any man knows that in the passenger service holidays were few in the olden days. He had worked his way up from hostler to passenger fireman and during his several years on the passenger run he had lost but little time. As the holiday season drew near and travel began to get heavy, Tom, as the boys called him, decided that he would spend his next Christmas somewhere other than on an engine.

"What is the use in always working to get other folks where they can have a good time?" said Tom to his engineer. "I always did say people never give the engine crew as much as a pleasant look even if they do get them there on time."

So on the last trip in, Tom had secured leave to be off one trip.

Bright and early Christmas morning, Raymond was up, dusting around getting ready to go somewhere, he did not know just where, when a loud knock at the door upset all his plans. Many times before he had been called out of bed by that same noise, and he knew what it meant. His first thought was to keep quiet and not go to the door, but finally he decided to see what was wanted. Just as he expected, there stood "Smoke," the call boy.

"Well, just in time," said Smoke.

"Just in time nothing," said Tom. "I'm relieved today. Call your extra man."

"I did call him, but he's sick and there's no one we can get hold of, so it's up to you."

"I'm not sick," said Raymond, "but I am off today."

"Can't help it, that's the orders, report for your regular run," said Smoke as he disappeared through the open door.

"Hanged if I do," said Tom to himself, as he slammed the door. "After all my planning they want me to work. I won't do it. Still, I'd hate to lose my run, and I would like to make full time this month. Besides, I have no place in particular to go, and what's more, if I lay off I will spend more money than I'll make."

Glancing at his watch he saw he had just thirty minutes until No. 4's time to leave.

"I will go, but this will be the last time I will give in," thought Tom.

Old Jack Newton had the engine all ready when Tom put in his appearance at the round house.

"Merry Christmas," said Newton, as Tom climbed up the steps.

"Which you'll have to show me," said Tom, pulling on his over clothes, "I've yet to learn that shoveling coal all day is a Merry Christmas."

"See here, young fellow, this is not the day to go out with a grouch on. I have to work today myself and won't stand for it—brace up; no fireman could keep this engine hot when he was mad. You may be glad you worked today; who can tell?"

By the time they were coupled on to the train and started away from the station Tom began to feel his everyday self again. A few good natured remarks from Jack made him somewhat ashamed that he had talked to the old engineer the way he did, for was it not old Newton that helped to pull him off freight and did he not say that he would hate to lose him, but would not stand in the way of his promotion?

Back in the heavy train was a jolly, happy lot of holiday passengers, some bound for home, some to spend Christmas with relatives, but all seemed contented, with not a thought of danger.

Far at the rear on the left of the aisle in the day coach were seated Evelyn Grant and her mother.

Evelyn had sat motionless for some time with her face pressed against the window, when her mother asked her what she was thinking about.

"I was just wondering, mother," said Evelyn, "if any of these selfish people on the train ever gave it a thought."

"Gave what a thought?" asked Mrs. Grant.

At that moment the train began to swing round a sharp curve and crawl slowly up the steep grade.

"Of course we can't all have a good time," said Evelyn, "but as I was looking ahead I could see the great ponderous engine rushing along, the black smoke shooting skyward and the hissing steam in a white cloud trailing back over the cars, and it set me to thinking. There is some one on that engine, mother, who holds our lives in his hand, who, no doubt, would like to have been with his family today, and another one is there who must be toiling hard, for it takes steam to draw this heavy train."

"You are right, daughter," said Mrs. Grant, "I must admit that I never gave it a thought myself."

Evelyn was now searching through her hand bag to see if there were any little gifts there that she could part with; if so it was her intention to risk offering them to a stranger when they should leave the train.

"Were it not for the monogram on this silk kerchief," said she, "I would give this, as I know Cousin Tommy will have plenty."

She had hardly finished speaking when a loud blast of the whistle and a grinding noise beneath the car were followed by a jerky swaying motion of the coach. Some of the passengers who had jumped to their feet at the first signal of danger were roughly thrown to the floor by the sudden rocking of the train.

It stopped within its length.

"They must have hit someone," said Evelyn to her mother, "I saw him fall down the bank."

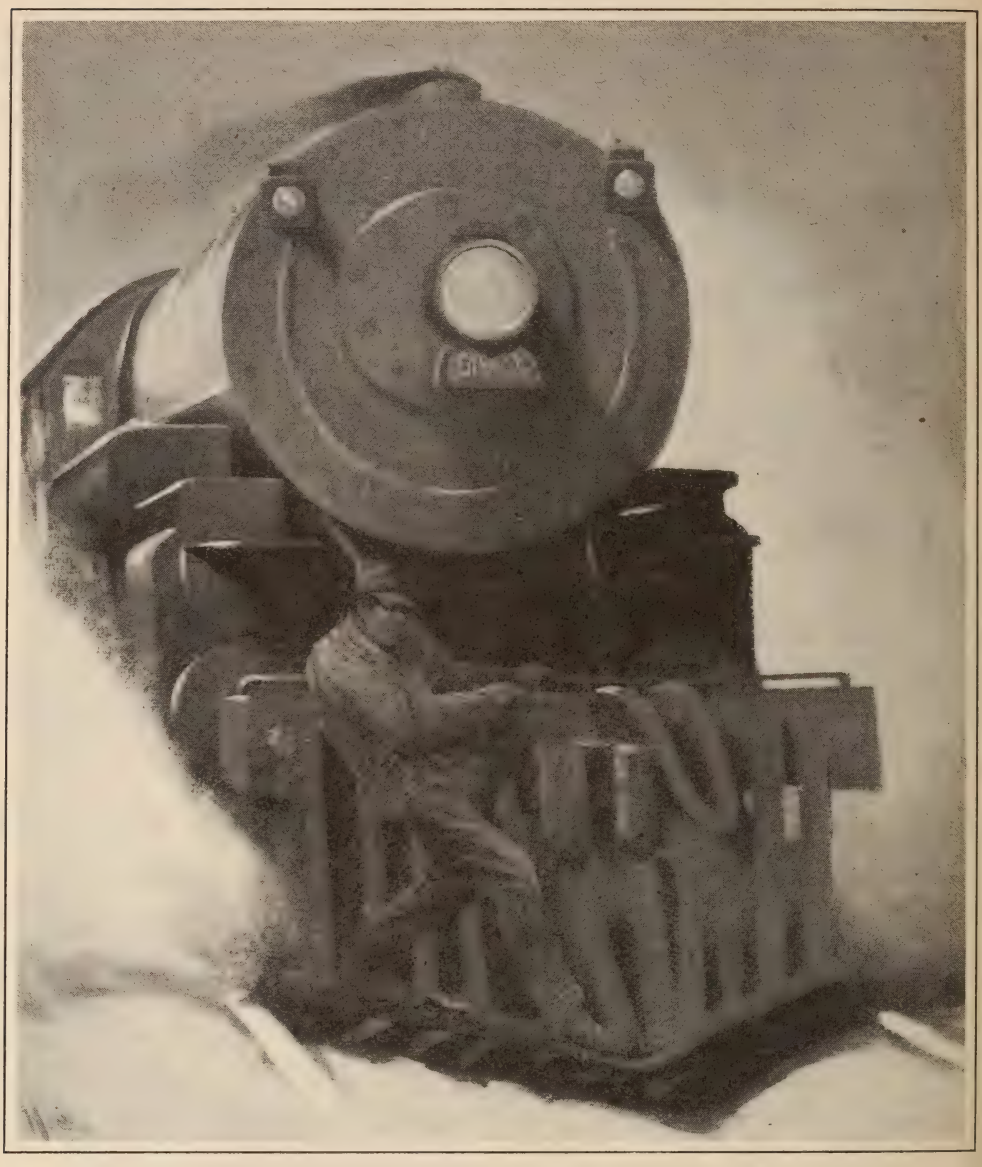
When she hastened out of the car the crew and some of the other passengers were already kneeling over the bleeding man in the snow. A hasty examination showed a bad cut across the side of his head, the blood from which had reddened the snow where he lay.

The injured man, although partly unconscious, directed them to take the handkerchief from his neck and tie it around his head.

On hearing this Evelyn realized that she still held the silk handkerchief, intended as a gift for Cousin Tommy, clasped tightly in her hand.

"Take this," said the girl, pushing her way through the crowd, and with the assistance of her own willing hands the wound was soon bandaged and the injured fireman was placed in the baggage car.

The fireman from the freight on siding



"TOM HAD CLIMBED OUT ON THE RUNNING BOARD AND DOWN ONTO THE PILOT"

was soon secured and the train was again in motion.

Strange to say only a few outside of the crew ever knew by what a narrow margin a serious wreck had been averted or how the fireman came to fall down the bank. Some really thought he had fallen off his engine, but that was not the case. It was only through the conductor, whom Evelyn had known, that she learned the truth as he had it from engineer Newton and the fireman himself.

Here is what the engineer said:

"We struck the four mile grade with a good head of steam and at a fairly good clip, but by the time we reached the top the extra cars had greatly reduced our speed and no doubt that is all that saved us. As we dropped over the top and started on the down grade I noticed

the freight ahead of us on siding. Just then my fireman yelled 'the switch!' Sure enough the switch was against us and only a train length ahead, with the caboose of the freight looming up in front. They had forgotten to close the switch.

"I have been railroading a good many years, but nothing ever set my brain to working like that did. My first thought was for the safety of all those back there. What a sad Christmas for so many! Like lightning these thoughts flashed through my brain. Raymond's voice was still ringing in my ear when I closed the throttle, reached the whistle cord with one hand and with the other threw the air lever into 'emergency.' I thought I would stop the train instantly and shut my eyes expecting those heavy coaches to come tumbling down on the engine, but the rails were frosty and we only slid ahead. When we came to a stop it was not from hitting the caboose, for we had slid by three freight car lengths. I couldn't account for this. Then I looked for the fireman, until I finally found him back there in the snow. I supposed he had jumped when he realized the danger; but he was not that kind.

"Instead, after shouting a warning to his engineer, Tom had climbed out along the running board and down onto the pilot. As the engine neared the open switch under slackened speed, he leaned far out and with one bound cleared the space and seized the lever and succeeded in throwing it partly around, but that was enough. When the pony trucks struck the switch point and closed it the lever was forced clear around, and this was what struck Tom and hurled him down the bank."

When Evelyn and her mother left the train at their destination that morning she was thinking of the accident which happened during her trip. Through the kindness of the conductor she had learned the name of the injured man, and many more things which she was glad to know.

At the end of the run Thomas Raymond was placed in the hospital and given the best of care. Nothing was lacking in the way of attendance and comfort, and the praise which he received from headquarters for his bravery in saving many lives was abundant and sincere.

Tom, however, was giving most of his attention to a bouquet of beautiful flowers which came to his room daily, bearing a little card which read "From an Admiring Friend."

One day Tom's engineer and conductor came in to see him.

"I see you got a Christmas present," said the conductor.

"Yes," replied Tom, putting his hand to his head and gazing out of the window. "I suppose I will carry it as long as I live. Does the scar really show much?"

"I didn't mean that," said the conductor, "forget about it. This is what I meant," and picking up a silk handkerchief he held it so Raymond could read on the corner:

"'A Merry Christmas—To Tom—From Evelyn.'

"This goes with it. The nurse who unbandaged your head saved them for you," said the conductor, as he took a white card from his pocket, placed it with the handkerchief and handed both to Raymond.

Tom looked long and earnestly at the handkerchief and the card, then shoved them under his pillow and again turned his eyes to the window.

After the visitors had gone he took the little card and handkerchief out, tenderly pressed them to his lips and replaced them under his pillow.

Within a few weeks he was able to leave the hospital, but ere he left, some letters had already been exchanged between him and his "admiring friend."

When Raymond was again able to take up his duties on the road it was not as a fireman but as an engineer, and while he never heard it officially, he had it pretty straight that old man Newton was the first to recommend him for promotion.

Again the months had slipped around and Christmas time was drawing near. One day engineer Raymond walked into the superintendent's office and asked for a week off.

"I don't know about it," said the superintendent, "pretty busy now."

"I know, but it's like this," said Raymond, holding out the handkerchief, "last Christmas I received this present, which does not belong to me. I want to find the rightful owner of it."

"Is that all?" asked the official.

"Yes. Well—er—no, not exactly. I expect to be married Christmas."

"That settles it; here, take this," said the superintendent, handing Raymond a slip of paper, "and don't come back until the time limit expires."

Tom and Evelyn saw more of the country on that pass than they had ever hoped to see. Some years have passed since his marriage and engineer Raymond always likes to be home with his family, but he never again objected when called out to work on Christmas day.

War Increases Prices of Our Supplies

EMPLOYES at many points on the System have probably had called to their attention some ways in which the war in Europe is affecting our business. But a large majority of us would be greatly surprised if we knew the almost innumerable phases of our operation which have been influenced—some favorably and some unfavorably—by the struggle across the sea. In fact so many are there, that it is doubtful if any one connected with the Company knows about all of them, and there are, of course, a great many matters which have had to be adjusted in accordance with the new conditions, which are of a most confidential nature. Here is one, however, which will be of interest to all of us, not alone because it is hard to believe that our great nation is so dependent for little things upon the rest of the world, but because we can help conserve our supplies of these little things by increased care and watchfulness. Mr. Herold, our stationer, emphasized the need of conservation in these little things in a letter which he recently sent to our officers, and which read viz:

"This is to advise that on account of the impossibility of securing colored matter or dye from abroad, there is a shortage of colored carbon papers; all colors except black.

"This also applies to colored writing papers of every kind and grade, as well as to typewriter ribbons, etc.

"Indelible pencils have increased in price approximately 300 per cent. and the market is short and it is feared that supply will be cut off entirely in the near future; all due to the impossibility of importing material because of the European war.

"All concerned, therefore, should be warned to conserve supply in hand as much as possible, as it may be impossible in the near future to fill any requisition for material affected."

Efforts of our readers to give this matter publicity will be appreciated. Let us save all we can in colored carbon paper, other colored papers, colored typewriter ribbons and colored pencils. We may not be able to get any more.

"It is a gifted eye which sees the little things as big as they are, and the big things as little as they are"

Lessons in First Aid to the Injured

By Dr. J. F. Tearney

Chief Medical Examiner

This is the second installment from Dr. Tearney's recent book on the above subject. The final chapter will be published in a succeeding issue of the MAGAZINE. First Aid booklets are usually so complicated as to discourage the layman who tries to make practical use of them. This treatment of the subject is an exception; it is concisely and clearly written, and profusely illustrated with helpful drawings. Any employe particularly interested in this subject can secure a copy of the booklet by writing to Dr. Tearney, Chief Medical Examiner, Relief Department, Baltimore, Md.

Wounds

WHEN you have an open wound to deal with, lay this caution to heart with sharp emphasis. *You will do immeasurable mischief if you allow your own hand or the hand of the injured man to touch any part of the wound.* If germs can be kept out, the wound will heal quickly and naturally.

Everyone nowadays has an idea of the part played by germs in many of our bodily disorders. We know that one variety is the cause of Consumption, another of Diphtheria, another of Typhoid Fever and so on. Those that interfere

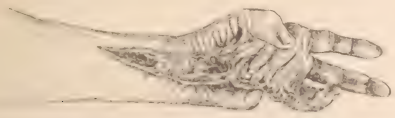


FIGURE 10. IT WAS A SIMPLE WOUND TILL PUS GERMS ENTERED

with the healing of wounds are called "Pus Germs." They are so tiny that they cannot be seen, except through a powerful microscope; so small that 20,000 of them, placed end to end, make a line only an inch long. They live in enormous numbers upon the skin of our bodies and in almost all water, but they do not exist inside our bodies. They must therefore always enter from without. This is a most important point to carry in mind. Our hands coming in contact with all sorts of objects, collect billions of germs and hence the repeated warning, to keep your hands from contact with a wound, if it can possibly be avoided. It may happen that a hand or foot is so badly crushed that amputation will probably be necessary. In this case, you will be compelled to handle the injured part in putting on a bandage, or for other purposes, *but ordinarily keep your hands out of the wound.*



A DROP OF ORDINARY WATER AS SEEN WITH THE MICROSCOPE

For the same reason never attempt to wash a wound. The water you use may be swarming with germs. It may seem odd to you that a wound made unsightly by all manner of dirt and often filled with cinders should not be cleaned at once. Some pus germs do enter the

wound, but we must take it for granted that they are so few in number, that they will either be washed away by the bleeding from the wound, or disposed of by agencies within the body. It is true that we can never be sure of this, but experience has shown it is safer to assume that a wound is not contaminated than to invite certain contamination by handling, washing or covering the wound with unclean dressings. (Fig. 10.)

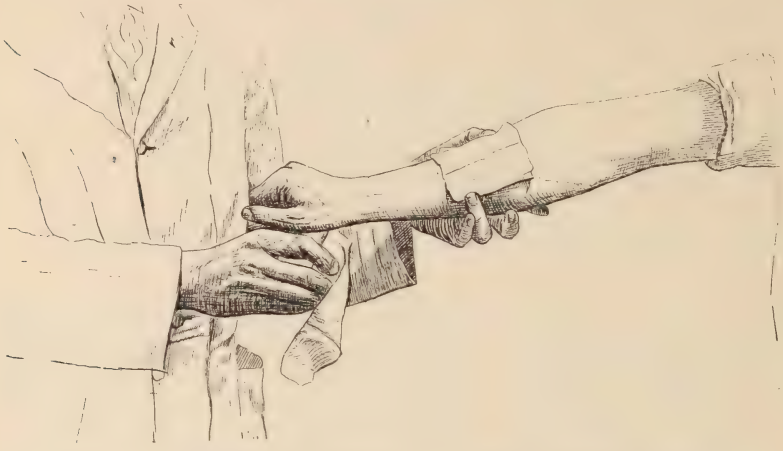


FIGURE 11. DRESSING THE WOUND. FIRST—COMPRESS APPLIED

Hospital surgeons would much rather receive a patient whose wounds are still bathed in their own blood and merely covered with clean rags, than one whose wounds have been elaborately cleaned and dressed by an amateur doctor.

For appearance sake and also to protect wounds from further injury, you will have to apply a dressing. *Do not put a cud of tobacco, nor cobwebs, nor waste, nor a soiled handkerchief upon a wound.* These things are full of germs and will surely cause infection. Go to your Emergency Box where you will find, in clean and sterile condition, everything you will need in emergencies. A pad of gauze (called a Compress) should always be laid directly upon the wound, taking care not to touch with your hands the surface next to the wound; upon this, place a layer of cotton and hold in place by a bandage wound about the limb. (Figs. 11 and 12.)

Emergency Cases

Surgeons speak of dressing material as being clean, or as being dirty; there is no middle ground.

The words clean, sterile, antiseptic, in the surgical sense, have the same meaning. A clean dressing is one in which the germs have been destroyed by some means, generally by exposure to intense heat, or to the action of strong chemicals, as bi-chloride of mercury. After being sterilized, the dressing is enclosed in an air-tight covering to keep the germs from it, until wanted for use. It is needless to say that sterile dressings are the only kind that should be applied to wounds.

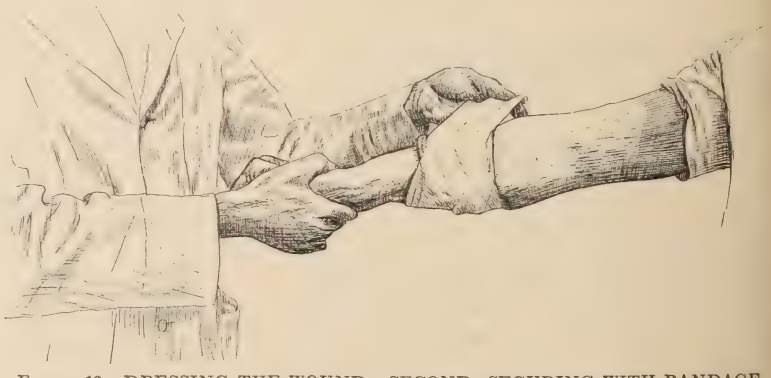
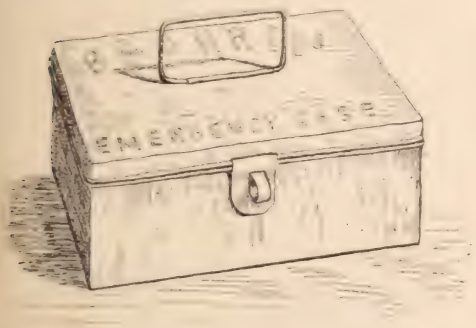


FIGURE 12. DRESSING THE WOUND. SECOND—SECURING WITH BANDAGE

Every article contained in the emergency case is surgically clean. It is worth repeating, that when you have a wound to dress, be very careful not to permit your hand or any other object to touch the surface of the dressing that is to be placed next to the wound.

Our Emergency Case has been criticized because it does not contain bichloride of mercury tablets. These, and other antiseptics, have been purposely left out, for the reason that such drugs are chiefly used for the cleaning of wounds, which, on the grounds already stated, you should never attempt. You will do your full duty by merely applying a clean dressing in the manner described on page 54, leaving the wound bathed in its own blood, until you hand the patient over to the doctor.



Examine your Emergency Case every day to satisfy yourself that the supplies are unbroken. If any of the articles are missing, fill the deficiency at once, following the directions pasted inside the lid. Neglect of this precaution may be the cause of lasting sorrow to you, because you are likely to find the case empty, when confronted with a crisis of life or death.

It is a good practice also to familiarize yourself with every separate article in the case, and the use it may be put to.

The Roller Bandage

You will observe that roller bandages are provided in two-inch widths and in three-inch widths. The narrower one (two inch) is used for the head, arms and hands: the broader one (three inch) for bandaging the legs and body. They are put up in the form of rollers merely for convenience of handling, and they are applied as follows: hold the roller



FIGURE 13. CIRCULAR BANDAGE—WIND IT ROUND AND ROUND

in your right hand and, with the left, place the loose end where you desire to start the bandage, then wind the roller round and round the part as many times as necessary. (Fig. 13.) If a large space is to be covered, for instance, the leg from the ankle upward, you will have to make every turn of the bandage overlap the preceding turn by about one-third of its width.

When the part to be bandaged gradually increases in size, from below upward, you will find that the bandage wound round and round, as just described, will not stay on. You will have

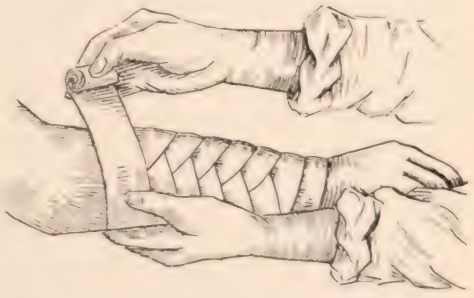


FIGURE 14. (1) READY TO REVERSE

to use what is called the "Reverse." The method of applying a reverse bandage is shown in figures 14 and 15. Starting at the wrist, wind the bandage

three or four times round and round, overlapping each turn. As the size of the arm increases, the bandage will not lie flat; it will ride up at the lower

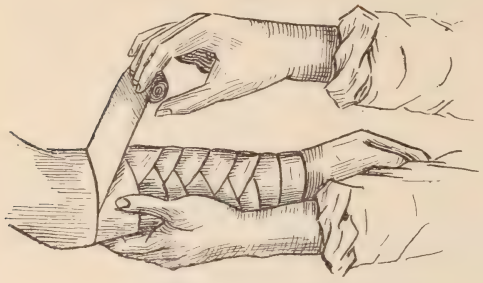


FIGURE 15. (2) MAKING THE REVERSE

edges, leaving open spaces. To meet the difficulty, you now begin to reverse. Lay your left thumb on the lower edge of the bandage, turn your right hand, holding the roller, over the left thumb toward you. Pass the roller on under the arm and back again to the front, reverse at the same points as before, and so on up the arm. The reverse is considered the most difficult point to learn in bandaging, but, by practice, anyone can become dexterous enough for all practical purposes.

The Packets

Six first aid Packets are placed in the emergency case, and a list of the contents is printed on each wrapper. The gauze bandage with compress sewed in the middle of it, you will find most useful. Place the compress directly on



FIGURE 16. BANDAGE WITH COMPRESS FASTENED TO IT

an open wound, and hold in place by wrapping the ends of the bandage around the limb in opposite directions, and tie or pin in place. (Fig. 16.)

The Triangular Bandage

This is the most generally useful of all the articles in the emergency case. It may be used:

First—Unfolded—that is to say, in the form of a triangle (Fig. 17-A), or

Second—Folded.

To fold, bring the apex of the triangle to the middle of the opposite side and then fold lengthwise to the desired width. (Fig. 17-B-C.)

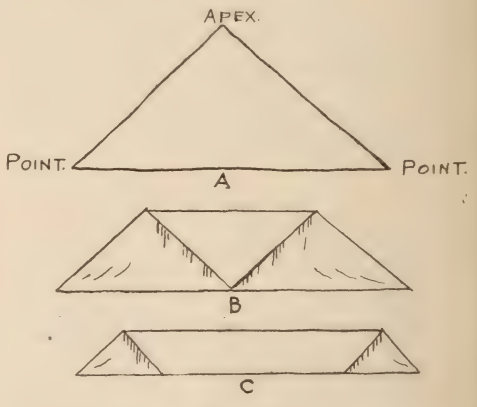


FIGURE 17

TRIANGULAR BANDAGE. A—UNFOLDED. B—FOLDING. C—FOLDED

The triangular bandage may be employed in a multitude of ways. As a large number of the methods are illustrated by pictures, stamped on each bandage, only a few of the most important uses it may be put to, will be described here.

Arm Sling

Place one point of the bandage across the top of the opposite shoulder, letting the other point hang down, so that the apex of the triangle will be behind the elbow of the injured arm. Bend the forearm of injured side across the chest, at the middle of the bandage. (Fig. 18-A.) Now, bring the lower point of the bandage upward over the shoulder

of the injured side, and tie to the other point, back of the neck. Draw the apex of the bandage forward over the elbow, and pin in front with a safety pin. (Fig. 18-B.)

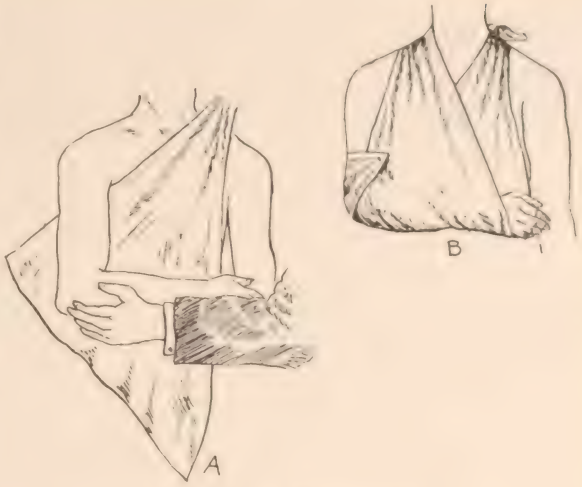


FIGURE 18. TO MAKE SLING

Head Bandage

Fold the triangular bandage at the long side, to make a hem about 1½ inches wide. (Fig. 19-A.) Place the hem across the forehead, throwing the apex of the bandage over the top of the head and let it hang down behind. Now, carry the two points around the head above the ears, passing over the hanging portion of the bandage behind, and come round again to the front, where the two points are tied. Next, pull the apex downward, to make the bandage fit close and snug to the top of the head, then turn the apex up over on top of the head, and fasten with a safety pin. (Fig. 19-B-C.)

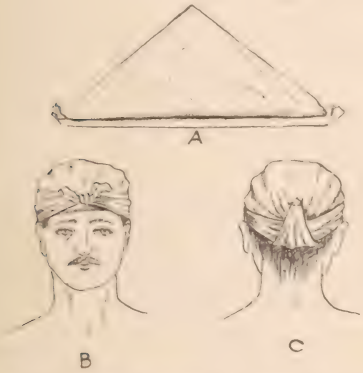


FIGURE 19. HEAD BANDAGE. A—FIRST MAKE A HEM 1½ INCHS WIDE. B—HEAD BANDAGE APPLIED, FRONT VIEW. C—BACK VIEW

Hand Bandage

The triangular bandage is spread out, hand placed on it with fingers toward the apex, wrist toward the long side. Bring the apex up over the wrist, cross the two points around the wrist and tie in front. (Fig. 20.)

Burns

The suffering caused by a burn is increased by exposure of the burned surface to the air. Common sense suggests the application of a remedy, that will soothe the pain and at the same time shut out the air. Upon this principle, the white lead, used by painters, when brushed over small burns, has been found to give immediate relief. But, of course, white lead is not often available. The most efficacious, and generally the most convenient remedy for burns, is common Baking Soda, a package of which is in every Emergency Case. For use on small burns, make the soda into a paste with water, and spread it on in a thick coat. When the burn involves a large area of the skin, it is better to dissolve the entire package

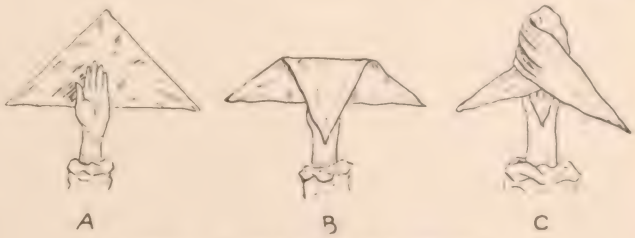


FIGURE 20. HAND BANDAGE APPLIED

(¼ lb.) in half gallon of water. Take enough triangular bandages from your Emergency Case, or clean linen from a Pullman car, or from the caboose, soak in the solution and wrap about the burned area. This dressing should be held in position with bandages, and both bandages and dressing be kept wet, by frequent liberal sprinkling with the solution.

Shoes and Wedges

By A. B. Westfall

Engineer

(Paper Read at Wheeling Division Employes' Meeting at McMechen, W. Va., April 12, 1915)

THE word "vital," according to Webster, means "pertaining to life, very important." Therefore, I find this word just fits the subject of "Shoes and Wedges," as they are the most vital part of a locomotive. Proper adjustment and maintenance of shoes and wedges means a longer length of service for the engine, longer time between general repairs, the maximum service of side rod brasses and bushings, better riding qualities, absence of the greatest cause of drivers slipping, the advantage of working steam at the greatest economical cut-off and many other advantages which space will not permit me to mention in this article. The destructive influence of their improper adjustment means a shorter life for the engine. It means broken and badly worn side rod brasses and bushings, broken side rods, loose bolts and nuts, broken wedge bolts, broken frames, broken driving boxes, crown brasses bored out and broken, loose wheels, broken axles (through contributing causes), flues leaking, engines failing to handle tonnage trains on bad rail, the maximum amount of sand to prevent slipping, waste of fuel on account of not getting the most economical point of cut-off steam, and loss of part of expansion in cylinders on account of lost motion between piston and driving axle.

The average weight of five different classes of engines in 1885 was about 80,000 pounds, costing 8.71 cents per pound, or $7,212.00 apiece. In 1905, these classes had increased in size to an average of 190,000 pounds, costing 8.16 cents per pound or $15,558.00 apiece, an increase in weight of over 137% and an increase in cost of over 115%. In 1915, we find the average weight of five modern locomotives of the different types to be 290,000 pounds, and using the same decrease in cost per pound from 1885 to 1905, we find that the modern locomotive costs on an average $25,000, with an increase in average weight in ten years of about 53% and an increase in average cost of over 60%.

So you can see that in twenty years the importance of caring for the shoes and wedges of modern engines has increased 257% from a financial point of view, that is, from an investment of $7,000 to $25,000. In the light of the large cost of the locomotive of today, therefore, let us try to show clearly the duties of shoes and wedges and to impress upon all minds the enormous strain upon them and the work that they do.

A Q-1 class engine hauling a full tonnage train with throttle open for 100 miles, shows a total power exerted by the pistons on the main pins of 11,387,466,000 pounds or 5,693,200 tons,

while moving the train. This means that each one of the shoes and wedges under this engine has to act as a fulcrum during the 100 mile trip for a lever exerting a power of 355,825 tons. Just think of each one of the shoes and wedges act ng as a fulcrum for a lever with thirteen battleships weighing 27,000 tons each hanging on the other end of it. If it were possible to apply this titanic power all at once, the shoe and wedge would be crushed into atoms and disappear like a cloud of dust. At first hand it does not seem possible that they do this amount of work, but one can convince himself that such is the case by figuring on it. We are operating engines with as high as 4,000 pounds pressure per square inch on wrist pins or crosshead pins, and as they have almost twice as much motion as the surface of a wedge or shoe and we are successfully lubricating them with car oil, I see no reason why so many shoes and wedges are being cut to pieces on account of insufficient lubrication when they are carrying a load of less than 200 pounds per square inch of bearing surface. The only reason is because they are not being oiled.

A regular engine is one of the best arguments for efficiency in the maintenance of shoes and wedges that any motive power man can bring up, and a man running a regular engine has no excuse for having the wedges on his engine in a defective condition. If he cannot get the necessary work done on the wedges, he should notify the road foreman. I have no doubt that the men in the shops also realize the great importance of keeping them in good condition.

The most important time to keep wedges adjusted is when the engine is in good condition, when the knuckle joint and side rod bushings and crown bearings are all tight and neat. The piston power is applied through the crosshead pin and main rod to the main pin and thence to the main bushing. Approximately 25% of the power is absorbed in the main driver. Of the remaining 75% about 25% is transmitted through the back section of side rod to the back driver, and 50% through the intermediate side rod to the second driver. Of this 50%, about 25% is absorbed in second driver and the remaining 25% is transmitted through the front section of side rod to the first or forward driver and in this manner, the application of the power is equalized throughout the various rods, bushings and pins. Now if a main wedge comes down on an engine in good condition and it is not adjusted, we have the entire thrust of the piston on the main pin and the main wheel has to move to take up the slack on the improperly adjusted wedge before the power can be transferred through the rods to the other wheels. This results in a pound, and when we take into consideration the great power of a piston thrust, is it any wonder that this great power causes the soft brass crown bearings and side rod bushings to break and give way? It seems to me that the officials of this Company would uphold an engineer for any delay if he stopped on the main track and adjusted a wedge on a $25,000 machine if it came down and thereby prolonged the life of a crown brass worth from $20 to $25 and side rod bushings worth about thirteen cents a pound. When a wedge comes down something has got to give way and of course it is the softest material first. If a wedge runs long enough down, the rod brasses are pounded out of true, the knuckle joint bushings are almost or entirely rendered useless. Then, when the wedge is adjusted properly, you have a number of loose bushings and probably cracked rods and so much lost motion in the rods than when the piston power comes on that main pin, the wheel will have to slide far enough to take up the slack before any of the power can be applied to the other pins, and consequently you have an engine from which it is difficult to get the full tractive effort; in fact, it is almost impossible to get it on a bad rail.

I have interviewed quite a number of men on the subject of shoes and wedges, and they all say, "They are the very life of an engine." The proper time to adjust the wedge is at the end of a run, that is, if they do not come down. Then they should be set up at once when

the box is warm and the expansion from the running warmth of the grease cellar and box is at its greatest. Then you can set up the main wedge tight, the intermediate wedges not quite as tight as the main ones and the front and back wedges just neat, and you have a nice working and riding engine.

I have had some of the most successful engineers tell me that you can set the main wedges up a little every trip and from personal experience I know that the wedges of an engine should have constant care and adjustment when they need it, even if it is every day. I believe Mr. Bleasdale will agree with me when I say that it costs about $60 to put a pair of new crown brasses in our heavy freight engines and from $30 to $40 for rod bushings. If it were our money represented in these repairs, we would never let a wedge knock. Many cases have come under my personal observation of the failure of shops to do the necessary work reported by the engineer and also some in which the engineer did not give close enough attention to the engine and failed to properly locate the defects. One case I distinctly recall will demonstrate this to you. I was called to relieve a man on an E-24 engine and examined the work report book before relieving him. It reported the right main wedge bolt renewed. When I got on the engine I asked him how she was: "Oh! she is an old apple knocker; you'll know what she is before you get very far." I asked him again where the trouble was and he said she was "all in" and then went home. The first opportunity I had I found that a new bolt had been placed in the right main pedestal and also a new looking nut and I supposed that the wedge bolt had been renewed and not properly adjusted, thus causing the engine to pound badly. The first stop I made I tried to set the wedge up, but the bolt would not go up so I turned it down, but it would not move in any way, and I found that it was broken off about half way between the wedge and pedestal. The man who had evidently been assigned to do the job of renewing the bolt had taken a new nut lock and screwed it up against the pedestal to make it appear as though the work had been done. I then pried the wedge up and put an inch nut under it and tried to tie it with a small piece of wire, but it would not stay and when I got the engine to the terminal I reported a large nut put under the wedge and wired fast, as I knew that they would not renew a wedge bolt on a Wheeling Division engine, although it seems to me that it should be done at any terminal irrespective of what division the engine belongs to. When I was called I got the same engine out and they had not done the job. I asked the foreman if he would not do it then and he agreed and brought a man with a pinch bar, when we pried the wedge up and put a 2¼ inch nut under it and wired it fast. We could have put a 2½ inch nut under it but couldn't find any. This wedge pounding caused the side rod and knuckle joints to be in very poor shape and when starting a train and using sand, you could see the main wheel slip far enough as she passed forward center to take up the lost motion in the rods, and that the smoke flew from under the driver, caused by the wheel sliding back in the sand. Here is a case of two different shops and an engineer not locating the trouble so as to be able to give the condition of the engine intelligently. No telling how many more had shirked that job, for the wedge had pounded so long that it had broken the wedge bolt above the pedestal and fallen down and worked around the broken bolt so long that it had worn the threads all off the bolt. This nut was placed under this wedge on March 10 and I saw the same nut removed April 10 on engine No. 2220 at Benwood shop. This shows what a little work will do towards the maintenance of a locomotive.

On many of our engines the box may sit in such a position between the shoe and wedge as to be tilted either forward or backward and thereby deceive you when you tap the shoe and wedge with your inspection hammer, but you can invariably tell where the wedge needs adjusting by the work of the engine and the location of the pound or knock. I can recall to mind an engine that had a

bad pound on the right side. I saw a machinist try to set up the wedge and he told me it was up tight when, in fact, the top of the wedge was striking the top of the box which was tilted backward and the engine continued to pound on that side until the crown bearings and side rod bushings were about all in. The wedge was reported set up almost every trip the engine made, but the shopmen thought it must have been tight enough. About a week after this I had a chance to get under this engine and set up the wedge until the box was straight in the jaw of the frame and it did not pound any more. Of course, the engine had a badly worn crown bearing, the back knuckle joint bushing had about a half inch play, the main bushing had started to get loose, the right intermediate bushing was broken in three or four pieces; all together the improperly adjusted wedge had laid the foundation for an expenditure of about $80 or $90 worth of repairs.

Sometimes a man will say "Yes, I could not get oil on the wedges on account of the position of the spring equalizers over the main and back boxes." This is sometimes, but not always, the cause, as you can get oil on them by pouring oil against the frame. Sometimes the inside equalizer lug is longer and you can oil the main wedges from the inside. It would be much better for all concerned, however, if, when the engine goes through the shop, a larger lug were welded on these equalizers so that they would sit up high enough to allow plenty of room to place the oil can in such position as to make every drop count. I notice quite a number of engines with a small bundle of wool waste lying on top of the box, but in such a quantity and in such a place as to siphon what little oil was poured on it down the sides of the boxes and leave the wedge dry. A cavity has been made in the top of the box with small holes from the bottom to the face of the box and wedge surface, and the proper arrangement for the wool waste is to place a piece about the size of your finger in the cavity with the strings hanging down the outside, as they will siphon the oil out. But the best and surest way to get the full benefit from the oil is to pour it along the side of the shoe and wedge when it will run down by gravity and make a better job of the lubrication, as it will reach all the surface much more quickly. If a wedge is a tight fit or has recently been lined down, if the top edge of the wedge next to the box were cut off so as to form a miniature basin to catch the oil, you could then pour the oil against the face of the box and the wedge would catch it as it runs down and you would seldom have to depend on the cavity with the chances of the oil holes becoming stopped up. All the wedges and shoes should be oiled at the beginning of the trip and the main wedges and shoes and back ones, on account of requiring much more oil because of the dust and dirt from the ash pan, should be oiled once on the trip.

Gentlemen, we are working with the most costly machines of overland transportation and each man concerned in their operation should make a scientific study of them and try to have his locomotive in as nearly perfect condition as is possible under present conditions. And our most vital duty is the proper care and adjustment of the driving shoes and wedges, from both a mechanical and financial point of view.



Speeding Up the Safety Work

First of a Series of Employes' Meetings Held at Mt. Clare

ON Monday, November 22, at 12.35 p. m., John Hair, chairman of the Safety Committee at Mt. Clare, stepped up upon an improvised platform in No. 3 Machine Shop and said to about 500 employes there assembled: "We are starting with new determination in the Safety work and are going to try to increase the individual interest of the men at Mt. Clare in this important movement. We expect to get together in the shop here every week and I hope that a large number of employes will be present at each meeting. I hardly need introduce to you the speaker for today, J. W. Coon, assistant to the general manager, who was formerly chairman of the General Safety Committee and later on the Advisory Committee and who, you will remember, has spoken on several occasions to us here."

Mr. Coon then took the platform and, in part, spoke as follows: "I am not going to take up your time with statistics, for I believe that they are too easily forgotten. Rather, I want to try to get you to think and talk about Safety yourself, for I am convinced that the more you think and talk about it, the more firmly you will be persuaded that it is worthy of your individual attention and adherence.

"Some of the men have always said that the Safety campaign was inaugurated by the Company for its own selfish purposes, but I am sure that if you will give the subject your own unprejudiced and careful thought, you will agree that the greatest benefits accrue to the employes themselves."

Mr. Coon then told of an experience he had recently had while watching one of our employes undergo an operation for the removal of a piece of steel from his eye. The case was in the hands of one of the great eye specialists of Baltimore, who said to Mr. Coon, "How much easier and how much more comfortable it would have been for the patient if he had merely taken the precaution to wear goggles, instead of allowing his eyes to be exposed to particles of flying steel, etc." This point was further emphasized by the exhibition of a pair of goggles, one glass of which was broken in half by a big rivet head, which was also shown. It is a remarkable fact, but true, that if this rivet head had struck the ball of the eye it would probably have mashed it and destroyed its sight; yet, even if it had broken the glass into many pieces and they had been driven into the eyeball they could have been removed without permanent injury to the optic nerve.

"Seventeen cases of this sort occurred during the month of October, 1915, on the Cumberland Division alone," said Mr. Coon, "and most of the seventeen men owe their sight to the care they took in seeing that their goggles were on when they were performing dangerous work."

The speaker then made a special plea to the older employes that they, by their example, persuade the younger men to follow safe practices. He said that it was well known that where the older employes were careless the spirit of carelessness grew up among the young men; that where a shop foreman took little interest in the Safety work, his men did likewise, with resulting injuries out of all proportions to the number of men employed.

He called attention to the fact that practically every dangerous machine on the System had been protected to such an extent that, unless the protective device were removed, the operation of the machines was safe. But he surprised some of his hearers by saying that even where the Safety guards had been applied to the machines, in a few instances workmen removed them and suffered the consequence thereby entailed. He pointed out the case of one of our employes who ran a wood working machine and who persisted in removing the safety guard. His death occurred only recently at 2.00 o'clock in the afternoon, when at 11.00 o'clock in the morning he had been warned to keep the Safety guard on the machine and then had deliberately removed it.

"Habit," emphasized the speaker, "is a most valuable thing in your work when it is the right kind of habit. If you train yourself in safe practices it will be second nature for you to apply them, but if you get in the habit of doing things carelessly you will soon find it very difficult to follow safe practices."

In conclusion, Mr. Coon paid a fitting tribute to Mr. Hair, who, he said, had always been intensely interested in the Safety work and in the welfare of the men under his supervision. He stated that Mr. Hair was unusually well qualified to direct them in their Safety campaign on account of his long experience in machine shops, that he started as a laborer and had gone up through the various grades of the work until he had reached the most responsible positions. He urged the men to pattern after Mr. Hair's example and said that if they did, fewer injuries would occur, with a resultant greater happiness among the individual employes.

Mr. Coon's talk was heartily received by a constantly growing crowd of men. They appeared to be interested and thoughtful and to consider the subject well worth while giving careful attention and consideration. And it is a fact that if the men can be persuaded to think out these great questions for themselves they will soon arrive at the conclusion that it will pay to practice "Safety First" in everything they do.

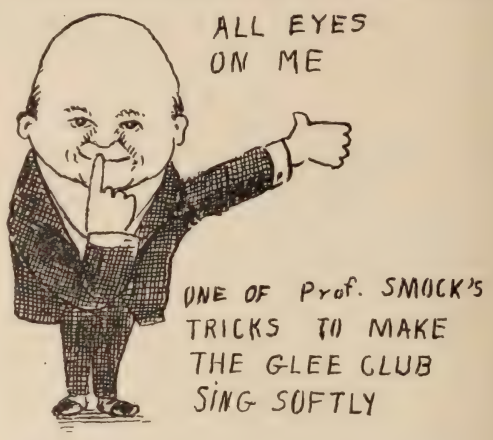
Sixty Employes Now Singing with the Glee Club

THE writer attended the Safety First noon meeting at Mt. Clare on November 23, and among other things, was greatly impressed by the large number of young men in attendance. It seemed to him as if half of the employes there were between twenty and thirty-five years of age, and since he was also very much interested in the Glee Club, the sight of so many fine young fellows and the knowledge that only half a dozen of our thousands of men at Mt. Clare are members of the Club brought before his mind three questions. First, how do these young fellows spend their evenings and can they afford to give one night a week to such pleasurable diversion as the Glee Club; second, if they can spare Monday nights, what is there about the club or the way its activities have been presented which keeps them from joining or, on the other hand, what is wrong with them that they do not care to join. Third, if the attractions or membership in the Glee Club have been poorly presented to our Baltimore employes, how can they be presented in their true light, that is, in the really attractive manner which the pleasure of membership in the Glee Club actually warrants.

In answer to the first question, the writer thought of lodges, churches, the theatre, movies, the home, and the many

other attractions and interests offered by our busy big city. And for a minute he said to himself that perhaps a large number or possibly nearly all of these young employes have so many distractions during the week that they haven't a night to spare for the Glee Club. But he then remembered that among the Glee Club members there are at least a half dozen whose time really can not be called their own and who are frequently out of town for several days and busy at work two or three nights a week and yet find time to attend the rehearsals. Hence it would seem from the standpoint of time that there ought to be literally hundreds of young men at Mt. Clare who would be able to devote one night a week to this enjoyable and instructive work.

Whether the advantages of membership in the Glee Club have been attractively enough presented is the second question. Yet we believe most of our local employes know what our singers' club has already done, namely, progressed from a struggling organization of only about twenty-five members to an infinitely stronger club of fifty men, practically every one of whom is present at each rehearsal; that it gave a very creditable concert last year at Lehmann Hall, at which about a thousand of our employes were present; that it was taken by the Company to the Operating Convention at Deer Park in June of this year; that it furnished the entertainment at the Veterans' Association meeting in Baltimore last winter and at the Martinsburg Veterans' meeting last summer at Berkeley Springs, etc. This, however, is not the finest feature of membership in the Glee Club. The most notable thing that has been developed is the splendid unanimity of thought, the loyalty to the club and the determination to make a creditable showing as employes of the Baltimore and Ohio. This spirit can be written about but not appreciated until one is actually a member of the club. As an illustration of this fine spirit a single incident will suffice. Two days before the Lehmann Hall concert last year one of the members of the club saw some Mt. Clare employes trying to sell three or four tickets at half price, at the same time deprecating the entertainment that the holders of the tickets might expect to get. The Glee Club member immediately stepped up to them, saw that they were belittleing the concert and bought the tickets from them at full price, paying



for them out of his own pocket. And he is not a wealthy man by any means. It is this spirit of enthusiasm and loyalty, therefore, which is the most attractive feature of membership and in answering the three questions which arose in the writer's mind, it should be emphasized.

But aside from this, there is the musical training which all of the members are getting; the association with Mr. Smock, who is in all respects an ideal leader; the meeting with employes in other departments, all of which are so different in their nature that only a railroad man could understand that they are part of one great organization; the real recreation which is obtained each Monday night at the rehearsals; the knowledge of good music secured by the study of our pieces—all these things in addition to the concerts which we expect to give this year. Those already arranged will be given at the Roland Park M. E. Church, on the night of December 16; at the Veterans' Association annual meeting at Hazazer's Hall on January 26; at the New York Division banquet in the early part of February at the Broadway Central

Hotel, and several other church concerts, arrangement for which have not been completed.

Probably the principal objection brought up by young employes in the service who would really like to join is that they have not sufficiently good voices to make their membership a help to the club. Yet in all of the notices concerning the work of the club it has been emphasized that there are no trained voices and that almost any man who can sing the scale is a welcome addition. The Glee Club does not need members to help it from either a financial or singing standpoint. It has a large enough membership to pay its expenses comfortably and finish the season without having the sheriff attach any of its property. But its members, one and all, deplore the fact that so excellent an opportunity for musical education and good fellowship is not taken advantage of by more of our employes. Hence this appeal, especially to the young mechanics and shopmen at Mt. Clare and Riverside, to attend the regular Glee Club rehearsal some Monday night at the Y. M. C. A. A cordial welcome is extended to all Baltimore and Ohio employes.

Compiling Information on the Rate Increase for the Interstate Commerce Commission

By Harry Bransky

AS A RESULT of the decision of the Interstate Commerce Commission on December 16, 1914, allowing the Railroad a five percent. increase on freight traffic, except coal, coke, iron, ore, rail and lake traffic, shipped within the confines of the official classification territory, the office of auditor of merchandise receipts is preparing a statement for the Commission. It will be necessary to make a separation, showing the increase for each shipment, subject to class rates, as well as those subject to special commodity rates. This is quite a tedious proposition, and it is contemplated that it will require considerable time to compile the data.

The Commission originally issued an order asking for a statement by months for two years, each road to show the actual amount of revenue they received as a direct result of the decision. After several conferences with the Commission in the city of Washington, it was finally agreed to accept an "estimate" for one month, and "actual" for two months. May, 1915, was selected for the "estimate" and October, 1915, and April, 1916, for the "actual." We are now compiling the October statement, as required by the Commission, showing the actual amount of revenue for each less carload and carload shipment, subject to official classification, and carload shipments by commodities when traveling under commodity rates.

When you realize the number of items on blanket waybills and that the increase on each article is to be figured, the magnitude of the task can be imagined. For the month of October, we handled about 527,850 merchandise waybills. There is an average of two items to the waybill, so that it will mean the figuring of about 1,055,700 items for the month of October. The rate increase will be figured absolutely on the basis of waybills reported by receiving agents in the month of October. The waybills are kept in order according to audit number headed from the same point to destination, as their being assembled in this manner will make checking easier for the rate clerks. The waybills are being examined by the

comptometer bureau as to extensions. The rate clerk will verify the October, 1915, rate, as shown on the waybill, and if the incorrect rate has been used, will issue correction on the proper basis, also noting on the waybill the class or commodity. This data will be transferred to the card record, on which will be all information as to class or commodity, weight, freight, and billing station. The rate clerk will then insert the old rate on this card, and arrange for the extension at such old rate, in order to determine the amount of increase.

To compute the proper extension based on the old rate (which has been inserted on the card record), and at the same time to note the increase thereon, about forty comptometer operators are employed, and their speed is far above the average in this respect. Some of the operators will examine and extend from 2,500 to 3000 items per day, their speed being over 300 cards per hour. To accomplish the task of adding the increases, as shown on approximately 1,055,700 cards, we have installed a number of Burroughs adding machines, operated by electrically-driven motors. It is necessary to add the weight and the increase, as noted, and the operators of these machines have been averaging over 10,000 cards per day, or over 1,250 per hour. It is estimated that to add all the items on the listing machines will require enough rolls of paper to make one continuous roll five and one-half miles long, two columns on the roll.

Immediately upon the completion of the October, 1915, interline settlement, covering business from foreign lines to the Baltimore and Ohio Railroad, the revision bureau will prepare data for the five percent. increase statement in nearly the same manner as prepared for the purely local business, covering interline billing with the roads, which are embraced in the official classification territory. It will also be necessary for the interline bureau to prepare a statement showing the Baltimore and Ohio Railroad's proportion of the increase in earnings on waybilling for shipments destined to points in the New England territory, located on roads not affected by the five percent. increase; also with roads which do not earn $1,000,000 a year, and are exempted by the Interstate Commerce Commission.

The data will be listed on division sheets, and percentages applied for the subdivision of the increase, showing each road's proportion. When it is realized that a shipment can travel over any number of routes, and in some instances over as many as five or six lines, and that the increase on the shipment has to be properly apportioned to each line, the magnitude of the task imposed upon this office assumes gigantic proportions.

GENIUS is only the power of making continuous efforts. The line between failure and success is so fine that we scarcely know when we pass it: so fine that we are often on the line and do not know it. How many a man has thrown up his hands at a time when a little more effort, a little more patience, would have achieved success! As the tide goes clear out, so it comes clear in. In business, sometimes, prospects may seem darkest when really they are on the turn. A little more persistence, a little more effort, and what seemed hopeless failure may turn to glorious success. There is no failure except in no longer trying. There is no defeat except from within, no really insurmountable barrier save our own inherent weakness of purpose.—*The Fra*



Grand Army Men Appreciate Baltimore and Ohio Service

WE feel safe in saying that of all the many train movements necessitated by the annual encampment of the Grand Army of the Republic in Washington this year, no one of them received higher unsolicited praise than that handled by the Baltimore and Ohio for the Veterans of the Department of Michigan. So well did they think of our service that they called the special attention of all their members to it in General Orders No. 4. The complimentary paragraph read viz:

"The Official Route for Headquarters Train being via the P. M.; C. H. & D.; and Baltimore and Ohio Railroad, Messrs. Corbin and Moorman, very active solicitors for our patronage, made many promises to us relative to equipment, service, etc., and guaranteed satisfaction. They went with us, and looked after our interests while on the trip, also in Washington, and every promise made was fulfilled, and to them we extend our sincere 'Thanks' for their kindness, and to the railroads which made it possible for them to carry out their promises. We appreciate what they did for us. The number going with us was double any expectation, and we say here that Michigan G. A. R. Headquarters never had better service or treatment on a trip to the National Encampment."

This is high praise indeed, and travelling passenger agent Corbin especially, and all our other employes who had anything to do with making the trip of the veterans so enjoyable should feel well repaid because of it. We know of no organization to which we would be quite so glad to extend our utmost in courtesy and service as to the splendid and courageous men who make up the Grand Army of the Republic, to which we all owe such a debt of gratitude. Hence their appreciation of our efforts on their behalf is especially gratifying.

Veterans of Baltimore Division Elect Officers

AT THE regular quarterly meeting of the Veteran Employes' Association, Baltimore Division, held at Junior Order United American Mechanics' Hall, No. 101 N. Paca Street, Baltimore, Md., the following officers were elected to serve until October 31, 1916: William T. Holmes, Sr., president; George W. Galloway, vice-president; George W. Ritter, treasurer; William H. Shaw, secretary.

The executive committee is composed of the following: Messrs. Harry A. Beaumont, G. D. Johnson, G. T. MacMillen, A. W. Morrison, August C. Hoffman, C. R. Weir, J. Frank Espey, Charles H. Pennell, J. S. Hilton and William H. Harrigan.

After the election of officers the members were entertained with vocal and piano selections and a demonstration, by Mr. John Kelly of New York City, of the

new Edison Diamond Disc records on the talking machine. The entertainment was followed by the serving of light refreshments and cigars in the banquet hall.

The Baltimore Veterans have been fortunate in securing Jr. O. U. A. M. hall for their meetings, as it is centrally located and within five minutes walk of Camden Station. This makes it convenient for visiting members of the various Veteran Associations on line of the railroad.

The entertainment committee is making preparations for holding their third annual entertainment and dance at Hazazer's Hall, No. 111 W. Franklin Street, Baltimore, Md., on January 26, 1916, for which professional talent has been engaged. The Baltimore and Ohio Glee Club has volunteered its services and will render a number of selections.

FOR THE READER OF BOOKS

EMPLOYES CAN GET BOOKS THROUGH MAGAZINE

Hereafter there will appear regularly in the Employes Magazine a column in which brief reviews will be given of books which we think should be of special interest to our readers We hope to make the assortment varied enough to appeal to employes in all classes of service. Much has been said of late in our Magazine and in practically all other similar publications regarding the necessity of railroad employes doing outside reading in order to fit themselves for greater responsibilities in the service. We hope that this department will be helpful toward this end.

The prices quoted are the regular retail prices of the books. On receipt of publication price and postage as noted, the Magazine office will forward orders of employes to the publishers and books will be forwarded by mail promptly.

Cushing, Harry A.

Voting Trusts **$1.50**

This is a concisely written volume of real interest to investors and business men as well as to trust company officials and lawyers. It is the first book on the subject, and covers the early history of voting trusts and the details of their more recent development. The facts have been gathered and collated with substantial thoroughness as illustrations of the discussion under the three heads of the significance, the contents, and the law of voting trusts. A selection of important documents is also included.

✣

Gowin, Enoch Burton

The Executive and His Control of Men **$1.50**

"The Executive and His Control of Men" deals exhaustively with the subject of executive ability. It discusses the development of personal efficiency, treating such topics as the Energizing Rate, the Increase of Power, Organization, and Systematic Personal Effort. The various methods by means of which the chief executive motivates his men are then considered, in which connection is discussed the role of personality, suggestion, emulation, rewards, instructions, etc. The third part of the book analyzes the limits upon the executive's power, such as apathy, opposition and competition, and shows how these may be dealt with. There are bibliographical references at the close of each chapter and a valuable statistical appendix. The book treats an important subject in a practical way; it makes use of the best things in modern social psychology and applies them directly to the executive. It is, therefore, of interest to students of social psychology, as well as of business, and to executives.

Haines, Henry S.

Problems in Railway Regulation $1.75

Following a discussion of the formation and extension of the American railway system, the author takes up various regulation measures that have been applied, and then considers the problems of the future. Among these are incorporation, finance, construction, operation, traffic, discrimination, rate-making, and capital and labor.

✣

Nearing, Scott

Income $1.25

Every consideration of income. Dr. Nearing believes, must rest upon an analysis of the division that is made among the members of a community of any given product of labor. For example, an economic value is created amounting to say one hundred dollars. What part of that is returned to the laborer, what part to the manager, what to the property owner? This problem the author discusses in detail, after which the other issues to which it leads are presented. In each case, concrete evidence is offered to bear out the contentions brought forward.

The book contains valuable statistical tables, placed conveniently for the reader's use, but not as a burden on the text.

✣

Hepburn, A. Barton

A History of the Currency in the United States $2.50

This volume places before the public all the essential facts as to currency, coinage and banking, from the wampumpeage of the colonies to the notes of our Federal Reserve Banks as well as the indispensable political history connected therewith. The basis of the work is "The Contest for Sound Money," by the same author, first published in 1903, but that earlier book has been re-written and supplemented, so that as now issued it covers the period from the adoption of the United States Constitution to the present day. It deals fully and explicitly with our coinage laws and coinage by mints; it gives the complete history of the national banking system and contrasts and compares the banking systems of various states; it relates the history of the legal tender notes, the history of the silver controversy, and sets forth the various international efforts in favor of the bi-metallic standard.

✣

King, Willford I.

The Wealth and Income of the People of the United States $1.50

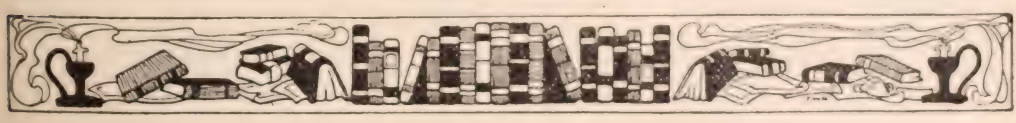
Why are some of the people so very rich and others so very poor? Is this state of affairs good or bad? Are the rich getting richer and the poor, poorer? If wealth and income were more equally distributed could everyone live in luxury? Are we coming more and more under the domination of private corporations? Are we tending toward socialism? What are the signs of the future? These are some of the problems upon which the author throws the searching and uncolored light of statistical inquiry. The book is in no sense technical and it should appeal to all readers interested in the vital problems of the nation's welfare.

✣

Meyer, Balthasar H.

Railway Legislation in the United States $1.25

A condensed analysis of the private and public laws which govern railways in the United States, and of the important decisions relating to interstate commerce. Statements and comments are based upon actual analysis, and in large part upon analytical tables of charters and laws enacted in the various states.





Baltimore and Ohio Employes Magazine

Robert M. Van Sant, Editor
Herbert D. Stitt, Staff Artist
George B. Luckey, Staff Photographer

After Christmas

CHRISTMAS, the season of good cheer, the time when all the world throws aside the cares and worries of workaday life and turns eagerly to the simple joys and kindly pleasures of home and family, is here.

It needs no glance at the calendar to tell us this. The holiday spirit is abroad in the land. The tinkle of the little bell of the side-walk Santa Claus is a reminder—often generously answered—of the needs of others not so fortunate as the crowds of hurrying gift buyers who fill the streets. Brilliant shop windows, crammed to overflowing with the things dearest to the heart of the small boy and his sister, hold before them, enthralled, throngs of eager-faced youngsters. In city and in country, on ships tossing far out on winter seas and on trains rushing across the continent, in busy factories and on lonely farms, in shop, office and home the Christmas spirit of good cheer, kindness and good will to men, reigns supreme.



But Christmas passes all too quickly. How about the day after Christmas and all the days that must pass before Christmas comes again? Why not smile that cheery smile, why not speak those kindly words, on each one of the other 364 days of the year? It will lighten your burden and the burden of many a struggling brother.

Don't you think it worth a trial?

Save Money Now

THERE are two good reasons why everybody should exert himself to save a little more money now than commonly. A purely selfish reason is that saving now counts more than saving during ordinary times. A dollar saved now will yield larger returns than a dollar saved two or three years ago, and more probably than a dollar saved two or three years in the future. Money saved now can be invested with as much safety as is humanly achievable so as to bring five per cent or more. A few years ago savings invested in securities of similar strength would yield only three per cent. When this war is over the world is going to be very poor. Persons who have any money at all are going to be relatively rich. Those who save now will possess the world later on. Another reason for saving now is that it is the best thing a noncombatant can do to help the world from the fate that is being brought upon it by the war. Accumulated savings are the basis of civilization. Out of accumulated savings hospitals are founded, railroads are built, and new discoveries in science are made possible. The accumulated savings of the world, in so far as they exist in Europe, are being destroyed as fast as possible. By this destruction the world will be set back inevitably. Any American, living outside the zone of general destruction, who saves money now will help by so much to counteract this setback of civilization.—*Collier's.*

Waste!

FIVE envelopes, a large one of stout manilla paper, another large one of lighter stock, and three of the small Form 384 X, all addressed to the same person and all coming from the same department, were

seen by the writer lying on the end of a box in Baltimore, waiting to be mailed.

This is grossly inefficient. The large envelope would easily have contained all of the material enclosed in the five. The mail boy would have been saved the trouble of sealing the four unnecessary envelopes, the mailing department, the trouble of handling them, and the addressee, or his clerk, the trouble of opening them.

It doesn't require much brains, efficiency or interest to remedy such a condition, yet what a saving in material and time could have been effected had only average ability and care been shown!

—

True Courtesy

HOW rare a thing is true courtesy. Not the courtesy that has within it the ulterior motive of self-advancement, but the courtesy that is innate in the heart of every real gentleman, seeking no reward, expecting none. It is as rare, almost, as the fabled phoenix. Yet now and then we do see it, all the more refreshing for its unexpectedness.



On train No. 162, Washington to Baltimore local, two colored women were about to alight at a flag station. One of them carried an infant. Did the conductor growl a surly "Step Lively"? No! As the woman with the child stepped into the vestibule from the coach he looked at the little black youngster in her arms and said pleasantly: "Heigho, baby"; and then proceeded to assist the woman to alight with as much dignified courtesy as ever distinguished a knight of old. And she was a black woman!

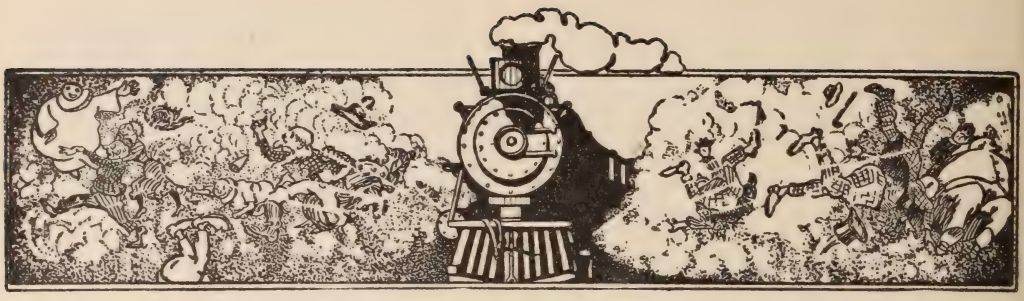
Perhaps some may smile tolerantly at what they deem exaggerated courtesy, some may even point a finger of ridicule; but, deep within our hearts, we can not but admire the man who sees beneath even the black skin the divine spark of a human soul—who is not too high to treat it with all the kindness that is its due. "For he that humbleth himself shall be lifted up." Such a man is one of our most valuable assets, for it is only by creating a kindly feeling among its patrons, even the most humble of them, that the railroad can hope to prosper.

Christmas Tokens

Louis M. Grice

✦

Red holly berries, evergreen,
In graceful garlands deftly twined,—
Regalia of the festive scene,—
Delight the eye and cheer the mind;
St. Nicholas waves his magic wand,
For Christmas joys are now at hand.



EXHAUSTS

Wanted—A Man Of All Work

A colonel (this happened in England) wanted a man servant, so he inserted an advertisement in the local weekly. One of the applicants who answered was an Irishman.

"What I want," explained the colonel, "is a useful man—one who can cook, drive a motor, look after a pair of horses, clean boots and windows, feed poultry, milk the cow and do a little painting and paperhanging."

"Excuse me, sor," said Murphy, "but what kind of soil have ye here?"

"Soil?" snapped the colonel. "What's that got to do with it?"

"Well, I thought if it was clay I might make bricks in me spare time."—*Christian Advocate.*

✣

"It takes a baby mos' two years to learn to talk," said Uncle Eben, "an' den it takes de res' of its lifetime to learn to keep f'um talkin' too much."—*Washington Star.*

✣

When It Was Needed

Ambassador Walter H. Page was piloting some friends from America through the museum at Hastings when he observed an unhappy attendant wearing a military uniform, with a helmet adorned with a chin-strap, at whom an inquisitive tourist was firing all manner of silly questions.

Finally, as the tourist turned and was about to quit the building, he asked, "Say, what is that chin-strap under your chin for?"

The attendant sighed. "The strap is to rest my jaw when I get tired answering questions," he replied.—*Lippincott's.*

✣

First Young Lady—Just look at that silly gaping crowd.

Second Young Lady—The idle curiosity of the masses makes me tired. Let's go and see what the fools are rubbering at.

✣

The Worst of It.

Flubdub—Running into debt must be most annoying.

Borrowell—Not half so annoying as the fact that a fellow is constantly running into his creditors.—*Judge.*

✣

She—"Oh, but mamma objects to kissing."

He—"Well, I'm not kissing your mother, am I?"

✣

A Technical Term

"You do not speak to him?"

"No," replied the scholarly girl. "When I passed him I gave him the geological survey."

"The geological survey!"

"Yes. What is commonly known as the stony stare."—*Washington Star.*

✣

Uncle Joe—"Yes, Tom, it is quite possible that there are people in the moon."

Tom—"Well, what becomes of them when there isn't any moon?"—*Brooklyn Life.*

✣

Stella—She thought she married a bank.

Bella—Well, he turned out to be a railroad; he isn't allowed to earn enough.—*New York Sun.*

✣

A Logical Lunatic

"Lunatics frequently return amusing answers," says the superintendent of a great insane asylum.

"One day a keeper was out walking with a number of harmless inmates, and the party met a pedestrian not far from the railway tracks. With a nod towards the tracks the traveler asked one of the lunatics:

"'Where does this railway go to?'

"The lunatic surveyed him scornfully for a moment and then replied:

"'Nowhere. We keep it here to run trains on.'"—*Youth's Companion.*



"I'M GOIN' TO DRIVE AN ENGINE WHEN I'M A MAN. ARE THEY VERY HARD TO STEER?"
—*Life.*

✣

An American girl was taking a Liverpool girl home to the states with her, and toward the end of the journey remarked:

"It is delightful to feel that one is so near home. We ought to sight Sandy Hook this afternoon."

"Shall we?" exclaimed her friend. "That will be nice. Don't tell me which one he is; I can always pick a Scotchman out of a crowd."—*Exchange.*

✣

Her Choice

The Mistress—I shall take one of the children to church with me this morning, Mary.

The General—Yes'm; which?

The Mistress—Oh,whichever will go best with my new mauve dress.—*London Sketch.*

✣

Happy Childhood

A small boy seated on the curb by a telephone pole, with a tin can by his side, attracted the attention of an old gentleman who happened to be passing.

"Going fishing?" he inquired good-naturedly.

"Nope," the youngster replied. "Take a peek in there."

An investigation showed the can to be partly filled with caterpillars of the tussock moth.

"What in the world are you doing with them?"

"They crawl up trees and eat off the leaves."

"So I understand."

"Well, I'm fooling a few of them."

"How?"

"Sending 'em up this telephone pole."—*Judge.*

✣

"Is my wife forward?" asked the passenger on the limited.

"She wasn't to me, sir," answered the conductor, politely.

✣

Much Missing

A young fellow who was an inveterate cigarette smoker went to the country for a vacation. Reaching the small town in the early morning, he wanted a smoke, but there was no store open. He saw a boy smoking a cigarette, and approached him, saying:

"Say, my boy, have you got another cigarette?"

"No, sir," said the boy, "but I've got the makings."

"All right," the city chap said. "But I can't roll 'em very well. Will you fix one for me?"

"Sure," said the boy.

"Don't believe I've got a match," said the man, as he searched his pockets.

The boy handed him a match.

"Say," the boy said, "you ain't got anything but the habit, have you?"—*Lippincott's.*

✣

Hunting Trouble

When a man just naturally wants trouble it is mighty easy to find an excuse for making it. According to Mike Hogan, Casey and O'Brien were having an argument of their own at Breckinridge Street and Barrett Avenue. It had progressed to the extent that each had forgotten what it was about originally, and they were wholly oblivious of the gathering crowd until an urbane and genteel person in a frock coat put in.

"Come, come, my man," he said, gently plucking Casey by the sleeve. "You don't want to fight; I can tell it by your looks. Your face is too benign"——

"Two be nine! Two be nine, is ut, ye scut?" bellowed Casey. "Me face is two be nine, is ut?"

And there was where the real trouble began.—*Louisville Times.*

✣

Cause Of The Chill

"But, Captain Hawley," said the handsome Miss Plute coquettishly, "will you love me when I grow old and ugly?"

"My dear Miss Plute," answered the captain gallantly, "you may grow old, but you will never grow uglier."

And he wondered why their friendship ceased so suddenly.—*Philadelphia Record.*

✣

An interested visitor who was making a call in the tenement district, rising, said:

"Well, my good woman, I must go now. Is there anything I can do for you?"

"No, thank ye, mem," replied the submerged one. "Ye mustn't mind if I don't return the call, will ye? I haven't any time to go slummin' meself."—*Argonaut.*

RETURNED MAGAZINES

ON DECEMBER 1, a package of fifty copies of the October issue of the Magazine reached the office of the editor. They were tied with stout cord but did not have even a single sheet of wrapping paper around them to keep them clean. Nor was there anything on the address tag to indicate from what point they had been sent.

We have repeatedly asked in these columns that we be advised when too many Magazines are being sent to any point on the System and that when an unusual condition develops and a surplus of Magazines can be returned to Baltimore, they be securely wrapped and tied and the name of the sender be placed on the package. Surely this is a reasonable request.

Shakespeare says:

"Blow, blow, thou winter wind,
Thou art not so unkind
As man's ingratitude."

Shall one of us lay himself open to this accusation in not conserving our Magazines so that all employes may have a copy?

THE OBSERVER



Advancement of Employes

MANY employes have received increases in salary from time to time in recognition of the service they have given. Others have not been so fortunate, but no regrets should be expressed simply because these increases have not been universal.

Every employe giving strict attention to his duties will, in due course, be recommended for promotion. When one feels that he has been overlooked in this respect, there are many things for him to consider. For instance, he should ask himself:

"Have I been faithful and loyal to the Company and to the head of my department?

Have I given the best there is in me in the discharge of my duty?"

If he can answer these in the affirmative, he can feel gratified because he knows the Company needs him and his services. And he should keep his shoulder to the wheel with as much zeal and earnestness as he has ever had. Again, he may ask himself:

"Have I acted in an indifferent manner, using dilatory tactics, and always looking for a loop hole through which to crawl when responsibility faces me?

Do I abide by the rules and regulations of the office?

Am I punctual, or am I one of those who is from five to ten minutes late in the morning, and at the close of office hours one of the first in line waiting for an elevator?"

These are the questions which a man must answer for himself when promotion time comes.

In line with the above, I would strongly urge employes, who failed to note article captioned "Loyalty" in the September issue of the EMPLOYES MAGAZINE, to refer to it, and read it until they understand and grasp its real meaning. If they will always govern themselves accordingly, success is bound to come their way.

G. E. SWEITZER.
Claim Accounting Bureau.

✣

A Few Things to Think About

IN 1914 the United States proper, with an area of 2,973,890 square miles, had a population of 98,781,324. Spreading out from the many great railroad terminals, lines of glistening steel rails cover this vast area, weblike, to the number of 279,769 miles of main track and 97,334 miles of yard track and siding—a total of 377,103 miles.

Backing this huge total of miles of track and the essentials necessary to the operation thereof, there are capital securities to the almost incomprehensible total of $20,247,301,257, and of this sum there is outstanding in the hands of the public of the United States $15,719,696,925, which, reduced to simpler figures, reaches the respectable sum of $66,661 per mile of line.

To operate these railroads during 1914, $8,994 per mile of line was required, making a total of $2,200,313,159, and of this amount $1,165,367,109 is charged to traffic and transportation, the taxes paid to the government being $140,531,575.

These vast sums do not include small carriers with operating revenue below $100,000.00 as the records are incomplete and therefore are not shown.

The number of employes in all capacities required to operate this mileage in 1914 was 1,695,483 to whom salary and wages were paid amounting to $1,373,422 472.

To pull trains and shift cars in the yards 64,760 locomotives were in service, and the cars of all kinds numbered 2,503,822 and of this number 53,466 were passenger service cars which carried 35,258,497,509 passengers one mile, the average journey per passenger being 33.61 miles, and the average receipts per passenger mile being 1.982 cents.

Of the vast number of passengers carried it seems incredible that only 85 were killed in train accidents, yet the records prove this to be the case.

This is a remarkable record indeed of an industry that is controlled by a legislative body elected by the people who derive the benefits from the development directly due to railroad activity, and of the very best means of transportation for both passenger and freight, to say nothing of the indirect benefits derived from adjuncts to the railroad industry.

Railroad ticket sellers, whether station agents or ticket agents at city offices or elsewhere are men generally averaging above the average citizen in intellect, and especially are they more competent in matters appertaining to transportation of passengers and freight. Such being true, we should avail ourselves of every opportunity to clear up the atmosphere of prejudice against the railroads. If we were suddenly deprived of this great service the country would be worse off than if it were gripped in the throes of a war such as the European nations are now enduring.—*Nickel Plate Service News.*

✣

Flagman on No. 10

A WOMAN traveller who had been to the Pacific Coast and ridden on several of the best trunk lines in the country, but who had not been on the Baltimore and Ohio since the World's Fair in 1893, recently came part of the way east with the writer on No. 10. She was a very observant and critical, yet at the same time, appreciative passenger, and it was a delight to listen to her tell of the uniform courtesy which she had experienced on all of the railroads and particularly of the most enjoyable ride she was having on our line. Not a little of the pleasure of her trip was contributed by the flagman on No. 10, running between Chicago and Chicago Junction. We have recently had copies of the MAGAZINE placed on this train and the flagman very thoughfully handed her a copy with the suggestion that possibly she would find something of interest therein. And the very fact that the woman said that she *did* enjoy some of the things she read indicates that she was interested in the railroad. Otherwise she would not have cared particularly to read about its work and its employes.

We thank the flagman who performed this act of courtesy, which will undoubedly redound to the benefit of the Road. It would be a splendid thing for all of us if we could extend to all of our passengers a similar courtesy when a favorable opportunity is presented—just taking a little more interest in our passengers than the rules demand. And it is so easy and makes the day so much brighter.

✣

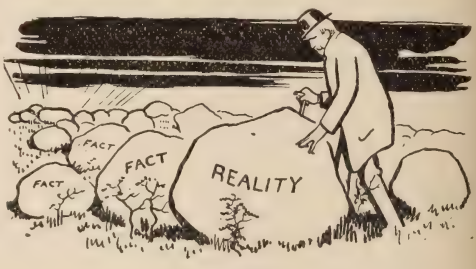
FOLLOW the young man who is trying to follow the light of his ideals. He stumbles so often over facts that are not ideal that he is discouraged with looking up and beyond



Going strong

and ends his career by looking at facts only.

The pulpits, the editorial rooms, the halls of Congress, are filled with such men; men who



Going stale

don't known what they think because their power of thought has been weakened by compromise and repression.—*Art Young, in the Metropolitan.*

✣

A Long Journey

AN OLD negro woman arrived at one of our stations early one morning and not finding the agent, hurried to his home and awakened him. "Mistah Agent, I wants a ticket," she said. "All right, Auntie," he replied, "I'll be down in time, the train is not due for two hours." "I doan want to miss dat train," she rejoined, as she lumbered back to the station.

When the train arrived, it was delayed a few minutes in loading milk. Auntie was seated in the coach taking in this procedure when she spied a neighbor, to whom she gave the following instructions: "John Henry, you tell 'em all at home 'good-bye' for me. Tell Mary Jane to tuk good kerr dat baby and doan't let him git in de spring and tell Willyum to keep goin' to

skule and John to keep de onions weeded and all de oder childun to keep out ob de road or a naughty mobile mite hit 'em. And dey mus take good kerr ob demselbes while I's away."

And Auntie was going to the next station, about two miles away, and coming back the next morning!

C. O. WARFEL, *Operator*,
Barnesville, Md.

✚

Personally Conducted

THE writer would like to wager that no part of the trip of two of our passengers to the Pacific Coast and return was more enjoyable than that between Baltimore and Philadelphia on the morning of Saturday, October 23. They were man and wife and had made an extensive tour of the country, taking in a part of Mexico, just across the border from the United States, the expositions and the Canadian Rockies. Yet despite the wonderful things they had seen and the experiences they had had, their manner attested the pleasure of the little part of their long journey from Baltimore to Philadelphia.

It was a glorious morning and the door from the observation platform into the club car was open, flooding it with sunshine and fresh air. Immediately after leaving Mt. Royal the Pullman conductor, who had come all the way with this couple from Chicago and had apparently become well-acquainted with them, took his seat near theirs and explained the various places through which we were passing, and together they looked at the new playgrounds on the outskirts of Baltimore, the beautiful farming country and the gorgeous coloring in the trees along the right-of-way.

The surface of the Susquehanna was flecked with white caps and Tome Institute on the bluffs up the river was clearly discernible, as was the eastern bank of the river below the Pennsylvania Railroad bridge. The tree-tops on Garrett Island, as we looked down on them, seemed like an intricate and marvelous pattern in an Oriental rug and the beautiful parks north of Wilmington again offered the opportunity for calling attention to the lovely scenery along our line as well as our proximity to historic places, for here we were not far from the spot where the battle of the Brandywine was fought.

None of these things escaped the attention of the conductor and he was fortunate in having two unusually interested auditors. He seemed to be quite as familiar with the interesting spots on the Pacific Coast as he was with those along our own line and he spoke of Tiajuana in Mexico, Santa Barbara, Del Monte and other interesting and delightful places with an intimacy which showed his familiarity with them. He also had kodak pictures of many California scenes, which brought back to the minds of his two passengers a number of the spots they had recently visited.

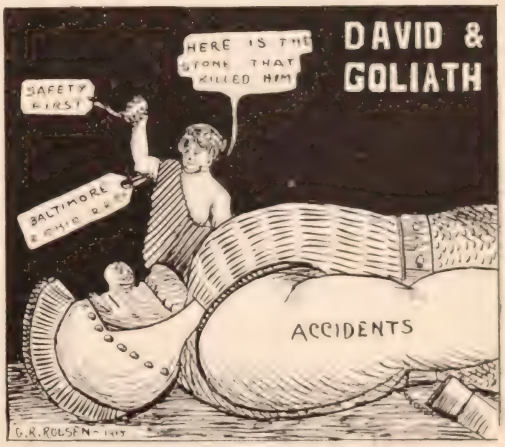
This part of the tour must have seemed to these two people as being personally conducted indeed, and I am sure that they were very grateful for the attention and kindness of their Pullman friend, whose name, by the way, was Mr. Heermance.

✚

Drexel Biddle Bible Class

A BRANCH of the Drexel Biddle Bible Class has been organized on the Baltimore and Ohio Railroad. This movement to interest our employes and those of other railroads has had its beginning on the Philadelphia division and is under the direction of engineer Charles E. Webb, chief director, engineer William Ballentine, assistant director, ticket agent T. E. Seibert, secretary, the officers of the Drexel Biddle Bible Classes of the railroads in the vicinity of Philadelphia.

The first railroad men's bible class rally was held in Cookman Methodist Episcopal Church in Wilmington, Del., on the afternoon of Sunday, July 18, and a most interesting program was listened to by a large number of railroad men. A quartet of railroaders sang and Mr. Biddle himself was the chief speaker at the meeting. On November 4, the second rally of the organization was held in the assembly room of our station at Philadelphia, the music being furnished by Mr. Stacy, secretary of the Riverside Y. M. C. A. of Baltimore. The principal address was delivered by Mr. Robert McKenty, warden of the Eastern penitentiary, who dwelt on the great possibilities of the movement and urged the men in attendance not to be discouraged by small numbers. Messrs. J. DeWitt Jobborn, secretary of Field Extension



Work and W. O. Wilson, chief director of the United States Army and Navy, E. T. Seibert and Mr. Biddle all spoke, the latter drawing attention to the necessity for a firm stand by America in this world crisis and pointing to the stars and stripes and the bible as the great symbols of American citizenship and faith in this day.

At this rally the motto of the railroad men's movement was read as follows:

We, the members of the A. J. Drexel Biddle Bible Classes of the railroads have

organized for the sole purpose of creating a spirit of loyalty to one another, to our families and to the Company and to build up the Master's kingdom on earth. "Sunshine in dark places" is our motto and we feel that by letting the sun shine on the railroads it will also be a great help to the Safety movement.

The next rally was held in Bethany Baptist Church, Wilmington, Delaware, on Sunday, November 14, and notwithstanding a downpour of rain, we had a crowded house. A number of prominent speakers were present, among them the Rev. J. H. Gray, J. DeWitt Jobborn, and Mr. Biddle. Among the very inspiring features at this meeting were songs by a chorus of twelve Pennsylvania railroad shopmen, selections by the Polish members of the congregation of this church and the singing of "I Walk with the King" by Master Joseph H. Seibert, six year old son of our secretary. Those who did not attend these meetings lost the opportunity for obtaining knowledge of this movement and also great religious inspiration.

We propose to move on in this work. We have an enrolled membership of seventy-five men for bible studies in Philadelphia and the work will be introduced at other points as fast as possible. We are glad that we have the cooperation of our local as well as our general officials in the movement. It is undoubtedly a fine way to create good fellowship among employes and loyalty to the Company. Laws have been overthrown from time immemorial, but we claim one great and universal law that has stood the greatest test. It is the law laid down by our Lord and Saviour Jesus Christ. Our movement is non-sectarian, and we invite all employes to our classes and rallies and will appreciate their cooperation.

C. E. Webb,
Locomotive Engineer.

Heed the Warnings

EVERYBODY knows what a signal is and what a useful purpose it serves to the railroad and to the public, by giving warning of the approach of trains and thus warding off many accidents and disasters. In its wide field of action, this useful device is constant and steadfast.

Practically every phase of human life has its signal and warnings. People are sometimes found who are devoid of good propriety. They are life's danger signals and the ones we are warned against associating with. In school the teacher points out to the student, the right road to success and happiness and warns by frequent exhortations to stay off the path of folly leading to unhappiness, degredation and ruin.

Business life also has its signals which warn us to avoid danger. Men without any integrity are often met and are often veritable stumbling blocks to the good and industrious, because of their deceitful and dishonest and unfair methods.

The mariner has a compass to follow on the stormy sea, its needle pointing constantly to the North Star. We, too, are navigating a stormy sea, the sea of life, and if we follow the advice of our elders, their good and noble counsel will bring us safely into the harbor.

John A. Rupp,
Office of General Auditor,
Baltimore and Ohio Building.

✣

Expensive Talk

THE story is going the rounds that William Jennings Bryan lost two hundred and fifty dollars the other night by delivering an address in his sleep.

The Garland

Louis M. Grire

✣

Evergreen and mistletoe,
Holly berries intertwined;
Ah! could shy Cordelia know
Why this garland was designed,
I might not this maiden fair
'Neath the mistletoe ensnare.



SPECIAL MERIT ROLL

Cumberland Division

On September 13, W. N. Hank, signal repairman, discovered a bad defect on car in train of extra No. 4263 east, just west of Bond Tower. He immediately notified operator, who had train stopped at Piedmont, car set off and repaired.

On September 3, W. A. Johnson, trackman, noticed defect on refrigerator car in train of No. 3-94 passing Queen St., Martinsburg. He called foreman Wintermeyer's attention to it, the crew was notified, train stopped and trouble corrected.

On October 3, H. A. Dick, extra operator, while on duty at Stricker Tower, observed bad defect on car in train No. 99, engine No. 4312, passing tower. Train was stopped at advance signal, crew examined car, and found it was necessary to set it off on side track, where repairs were made.

On September 16, T. E. Garvey, citizen, with residence in Bloomington, Md., called operator at Piedmont on telephone and notified him of defect in westward track two hundred yards west of West Virginia C Junction. Proper repairs were made. Superintendent Cahill personally wrote Mr. Garvey, thanking him on behalf of the management for his interest and prompt action.

On October 17, C. W. Crounty, yard brakeman, observed defect in car in train of extra east No. 6008 at Piedmont as it was passing. He notified crew, who stopped train and had car repaired.

On October 8, J. C. Baldwin, conductor with extra east No. 6025, while looking around his train at Frankville, found defect in lead wheel, east truck, north side S. V. & E. No. 139731, forty-first car from engine, and ran car carefully to Keyser, where repairs were made.

At 3.15 p. m., October 20, Guy Virts, extra operator, while at home near Shenandoah Junction station, noticed wheel under car in train of extra west No. 4281, derail. He ran alongside of train and got stop signal to crew, the train stopping before derailed car reached cross-over switch west of N. & W. Bridge.

On October 24, F. C. Littlejohn, first trick operator at Hobbs, while on his way from Shenandoah Junction to work, found bad defect in eastbound high speed track at Bardane; flagged track to Hobbs and arranged for prompt repairs.

On October 31, C. R. French, extra operator, working second trick at Sir John's Run, observed defect on car in train of extra east No. 4285, passing office. He notified crew by note; train was stopped and trouble corrected.

Suitable entry of commendation will be made on record of each one of these men for their watchfulness and prompt action. Such observance as this is what prevents accidents, and it is very encouraging to see what interest is being displayed by our employes in this respect.

Wheeling Division

On October 30, brakeman C. E. Hupp, at Lansing, O., on extra No. 4127, placing empties, observed defective condition on empty track. Inasmuch as this train was about to shove empties in on this track, his discovery probably prevented accident, and he is commended for close observance.

Brakeman G. M. Smith, with train No. 34, on October 22, observed defective condition at Games Crossing, about one-half mile east of coaling station on Short Line. He got in touch with train No. 715 at Corona Mine, advising

crew of break, so that proper report and prompt repairs could be made. For this close observance and prompt action, he is commended.

On November 10, yard conductor James Mariner discovered a bad condition on westbound lead track at west end of Benwood yard. He made temporary repairs and had trackmen called to make permanent repairs. Mr. Mariner's vigilance possibly prevented a derailment and damage to Company's property, and he is commended.

On November 2, switchtender T. H. Robbins, while Pittsburgh Division train No. 89, engine No. 1619, was passing over loop switches at west end of Benwood yard, noticed dangerous condition on engine and notified crew. He is commended for watchfulness and prompt action.

On November 9, brakeman C. W. Ames, with extra No. 2304 west, while stopped at Crescent, found bad condition in rail leading to loading track at Old Mine. He is commended.

On May 31, brakeman C. F. Slie, observing engine No. 2857 approaching crossovers without any one in cab (engine was started from ladder track by hostlers), ran after and boarded it, stopping it at Newark Division caboose track. His good judgment and prompt action possibly prevented serious accident, and he is commended.

On September 24, engineer G. A. Guth, in charge of engine No. 4123, train extra west, discovered defective condition on Big Four No. 6857. It was set off at Flushing and new truck applied. This possibly prevented an accident and he has been commended.

About 11.20 a. m., October 3, engineer C. T. Welch, while handling engine No. 4097, helping westbound train through Flushing tunnel, noticed quite a jar while passing through tunnel. After cutting off train at Flushing and in returning to Bridgeport light, he stopped engine at west end of tunnel and proceeded to walk through with torch on westbound track to investigate as to what caused this jerk and discovered a bad rail. Mr. Welch immediately went to "FI" tower and made the proper report. In the meantime the section foreman came along and engineer Welch notified him and left him in charge of the situation.

On October 20, conductor B. Coss, in charge of train extra west, engine No. 2380, observed defective rail condition about half way between Provident Mine and station at Fairpoint. He reported this and had track repaired. He has been commended..

On September 28, agent C. M. Criswell, at Wheeling, discovered bad rail in Wheeling Yard. It was reported to track foreman and repairs were made at once.

On November 1, at "CY" tower, both block machine and signal failed to work for train No. 5. After it had cleared Colfax, operator H. O. Nichols, after arranging with both offices and dispatcher to be out twenty-five minutes, got on speeder and started west and found bad rail five telegraph poles east of Powell platform. He notified train dispatcher and trackmen and the rail was repaired at once. Operator Nichols has been commended.

At 3.00 a. m., November 15, night yard crew, consisting of M. Barlow, W. Bishop and J. B. Jackson, with yardmaster J. E. Wise, discovered flames coming from the Heinlein Building at Bridgeport, Ohio. Conductor Barlow notified engineer, who in turn blew engine whistle to arouse the people. Barlow then ran to the hose house and waked the fire department. Yardmaster Wise sent a caller throughout the building to notify the residents that their house was afire. These crews deserve special mention for their work.

Cleveland Division

On November 17, conductor F. Lint found a defective condition on west end No. 1 storage track, Columbia, and promptly reported it, thus averting possible accident. Conductor Lint is to be commended for his watchfulness.

On November 18, conductor G. M. Blauman, working in Cleveland yard, noticed a man unloading scrap iron from car P. R. R. No. 281049 and carting it to a junk dealer. He promptly notified the police department, who made immediate arrest of both parties. Conductor Blauman is to be commended for his interest and cooperation in breaking up this stealing.

On November 11, red cap porter Frank Lewis met a gentleman on his way to the depot of a competing road, who inquired the best way to get to Chicago. Mr. Lewis advised him that he could get a train from our station in a very few minutes and he purchased a ticket over our line. Mr. Lewis is to be commended

for his energy in securing business and for his interest shown in the Company's welfare.

On the morning of November 9, yard brakeman J. E. Daviss found a defective condition on No. 6 receiving track and promptly reported it to the yard office, which had necessary repairs made. He is to be commended for correcting this dangerous condition.

On November 10, patrolman S. I. Clark found a defective condition in track westward crossovers at Seventeenth Avenue, Lorain, immediately reported it and repairs were made. He is to be commended for his prompt action.

On November 10, conductor S. A. Mason noticed a defective condition ten car lengths east of westward minute block on eastward main, east of Warwick, and promptly reported it, thus averting possible accident. He is to be commended for his watchfulness.

On November 10, while yard chalker J. W. Eddy was making train on No. 2 receiving track, he noticed a dangerous condition and immediately notified proper authorities, who had it corrected. He is to be highly commended, for had this not been discovered, hump engine would possibly have had bad derailment.

On the evening of November 11, engineer H. O. Tritt, in charge of yard engine pulling out of Corrigan, McKinney & Company's plant at Cleveland, when air was applied and buckled a steel gondola so that it did not clear the eastward main, immediately jumped off engine and flagged No. 2 in time to avoid serious damage to this train. He is to be highly commended for his actions in this instance.

On November 12, brakeman W. C. Kleinhans fired engine No. 2369 from Alexanders to Akron Junction to help a new fireman on engine who was unable to keep up steam. He is congratulated for his interest in getting trains over the road.

On November 4, about 8.15 a. m., yard conductor L. E. Warren found bad rail on receiving track, Lorain, promptly reported it to yard office, when track was closed to inbound trains until repairs were made. Had a train pulled in on this track it might have been derailed.

On November 4, yard conductor L. E. Warren found a bad rail on lead to Nos. 21 and 22, classification yard, and immediately reported the condition to the yard office, which had necessary repairs made.

On October 19, when train No. 58 backed into North Industry for train No. 13, brakeman E. E. Pfoh noticed defective condition in track, made temporary repairs and immediately notified supervisor.

On October 30, clerk E. O. McCreary found a bad rail on main siding, Aultman, Ohio, opposite tool house track and promptly reported it to section foreman, who made necessary repairs.

On November 1, brakeman A. C. Stone on extra No. 4319 east, found river bridge just east of Canal Dover aflame; immediately stopped train and put fire out, thereby averting considerable damage to the bridge.

On October 30, brakeman R. A. Peltier, on train No. 58, detected a defective condition and immediately notified conductor, who stopped train, averting possible accident.

On October 23, while conductor J. J. Zema was passing on transfer he noticed sparks from an Erie train set fire to paper and rubbish in a box car on No. 8, Columbus Street; immediately stopped train, extinguished the fire and closed doors and vents to prevent further damage from flying cinders.

On October 22, brakeman V. R. Buyansky noticed a car off track in a cut of cars and being unable to attract train crew's attention, ran over to engine and called to engineer to stop, thereby preventing serious damage.

On October 22, conductor W. M. Miller found a bad condition on an empty refrigerator car in house track. He immediately made necessary repairs, thus possibly preventing an accident.

On the night of November 19, yard conductor B. H. Russell discovered telegraph pole blown down across the high track lead at No. 2 machine, Lorain, and stopped engine No. 1652, conductor Early, who was shoving up on high track with cut of coal, before the cars came in contact with the pole or wires. This line carries high voltage wires, and might have killed some one of crew, and the conductor is to be highly commended for his interest in removing this dangerous condition.

About 2.30 a. m., November 2, engineer R. Fitzgerald found bridge No. 427 just east of Myersville on fire, and with the assistance of conductor Schuman and brakeman Steuwe, succeeded in extinguishing flames before much damage was done.

Such interest in the Company's welfare is to be commended.

On November 10, brakeman W. C. Snyder, in Cleveland yard, noticed a piece of plank sticking out of car. It was wedged between door and dragging on rail, and he stopped train and removed it.

On November 19, conductor W. R. Billingsley found defective condition on main track west of east loop Lake Junction, personally made temporary repairs, thereby getting his train over in safety, and immediately notified section foreman.

On November 13, yard clerk E. O. McCreary found defective rail on siding close to No. 1 switch, Aultman, while checking yard, and immediately notified sectionmen, who made necessary repairs.

On November 19, at 1.30 p. m., track foreman Tony Bonacci discovered a pole on fire at the Nickel Plate wall opposite Wheeling & Lake Erie Bridge, Cleveland, and immediately called chief dispatcher and Cleveland shopmen on telephone, who turned current off, thereby averting dangerous condition.

On November 10, conductor W. N. Jeffrey found defective condition in track at west end of siding at Pauls and immediately notified sectionmen, who made necessary repairs.

On November 9, section foreman S. Stancu discovered platform at Strasburg station on fire and immediately put it out. It was caused by ashes falling from an engine.

On November 22, yard chalker J. W. Eddy found a defective rail while marking train on No. 5 in receiving yard, Lorain; immediately got sectionmen and had necessary repairs made so train could be humped.

All of the above employes deserve special commendation for their alertness in protecting the Company's property and their prompt action in behalf of safe operation, economy and efficiency.

Newark Division

On November 5, while train No. 31 was working at Marietta, Ohio, brakeman C. M. Gilpin, with train No. 31, noticed bent axle on coach 5257, in train No. 203, and notified conductor, who had it inspected, when it developed that it was necessary to shop this coach for wheels. Inasmuch as brakeman Gilpin was not a member of crew on train No. 203, and through his close observance and proper action the possibility of an accident was averted, we have placed meritorious entry on his service record.

On September 30, while train No. 40, eastbound local, was passing Glencoe, a chain from one of the cars caught in the frog at east end of eastbound siding. Flagman A. B. Tucker, who was riding in caboose at the time, noticed this chain when caboose ran over it, and fearing accident to other trains following, applied the air from caboose, stopped his train and went back and removed chain from the frog, thereby eliminating cause for accident to other trains. We feel that brakeman Tucker is entitled to consideration in this case and have placed meritorious entry to his credit on service record.

Chicago Division

On October 13, operator Lloyd Miller, on duty at Ripley Tower, observed and reported an unsafe condition at that point, and he has been commended for his watchfulness and prompt action.

On October 27, brakeman L. S. Babbitt observed an unsafe condition on our car No. 181179, stopped train and had car set off for repairs. Mr. Babbitt has been commended for his watchfulness and prompt action.

Ohio Division

Track foreman S. Salts discovered a defective condition on train first No. 92 on the 11th instant, and reported it to the operator at Dundas. His thoughtfulness is commendable. The interest of all of our employes in matters of Safety is certainly appreciated by the management. A suitable note of commendation will be entered on his record.

Track foreman A. F. Linn discovered a case of rubber coats along the right-of-way while going to work. He took them to our agent

and thus saved a loss for the Company. Such acts of our employes in protecting the property are certainly commendable and he is congratulated on his prompt and honorable course. The management appreciates to the full the loyalty of such employes.

Track foreman George Shaw flagged first No. 96 and notified the conductor of a defective condition on one of the cars. The prompt action he took probably saved the Company serious loss, and he is thanked for the interest he has shown in protecting the property. A notation of this will appear as a credit mark on his record.

Indiana Division



O. L. MAHONEY

On July 26, 1915, at Riverdale, O. L. Mahoney, fireman, with extra west No. 2210, observed defective condition on both sides of north rail near pole 121-25. He made immediate report, so that repairs were made before accident occurred.



R. W. FERGUSON

On September 22, 1915, R.W. Ferguson, employed as agent at Cold Springs, observing bad car in train No. 95 when passing his station, had conductor notified at Milan, so that car was set out at that point and possibility of accident prevented.



H. R. ALLEN

On September 21, 1915, H. R. Allen of Fort Ritner, employed as second trick operator there, when returning to his home at Tunnelton, observed bad rail, just east of Big Tunnel, returned to Fort Ritner, notified dispatcher, then returned to the bad place in track to protect approaching trains until repairs could be made. His personal interest and action to prevent accident are commended.

On August 5, 1915, Frank M. Kinney, conductor, with train No. 88, observed a man throwing some clothing into a gondola car in his train and becoming suspicious, he captured and held him for the police. The suspect was identified as John Miller, who implicated three others in a car robbery, when a large quantity of clothing was stolen. Kinney's action in this case brought from the general superintendent of police a highly commendatory letter. His action indicated that he was on the alert, and subsequent action to apprehend thief is commended.



FRANK M. KINNEY

On August 6, 1915, Fred Boegerman of Cincinnati, at 12.50 p. m., when walking from stock yards to Hopple Street, noticed a wild bull which had escaped from stock yards and in running up main tracks, which cross Alabama Street, had become wedged between ties on trestle. Realizing that train No. 4 was about due, he ran back and flagged it. He is commended for preventing possible accident.

On September 11, 1915, C. E. Sherber of Huron, brakeman with work train No. 539, about one mile east of Huron, noticed bad car in train No. 95 and called crew's attention to it. The train was stopped and car fixed.



CHAS. E. SHERBER

On August 25, 1915, at Sparksville, F. P. Green, conductor in charge of train No. 98, discovered bad rail east of culvert 112-23 near Sparksville, and left flagman to offer protection at this point. He is commended for discovering and protecting against a dangerous condition until repairs were made.



F. P. GREEN

On August 19, 1915, Rivervale, William Umphrey, conductor, with train No. 98, found bad rail in north passing track at Rivervale. He flagged



WILLIAM UMPHREY

Bedford run, which was approaching, thus preventing possible accident.

Illinois Division



J. RITTENHOUSE

Brakeman J. Rittenhouse, while on excursion train at Xenia, Illinois, on August 25, noticed Mrs. Samuel Colclasure about to fall under the train and caught her in time to prevent serious injury occurring. Mr. Rittenhouse is certainly worthy of commendation in this case.

New Equipment.

RECENT purchases of equipment by the Baltimore and Ohio Railroad have totaled about $10,000,000. During 1915, we bought 6,006 freight cars, fifty passenger cars, thirty Mallet engines and one steel tug, besides which we arranged to build 500 caboose cars in Company shops and purchased 1,000 bodies for steel hopper cars, which will be replaced on trucks which are in good condition.

Of the freight equipment purchased, there were 3,000 steel hopper cars and 2,000 side-dump steel hoppers, 1,000 of which have been delivered; and 1,006 steel underframe box cars. The passenger equipment included thirty-three coaches, four baggage cars, five passenger and baggage cars, two baggage and mail cars and six cafe coaches.

During 1915, no new mileage was added to the Cincinnati, Hamilton & Dayton Railway. Contract was let, however, for the construction of twelve miles of second track from Carlisle, Ohio, to South Dayton, at an estimated cost of $175,000.

No new mileage was added during 1915 either by the Cincinnati, Findlay and Fort Wayne Railroad, a subsidiary of the Cincinnati, Hamilton & Dayton, or by the Staten Island Rapid Transit Railroad, a subsidiary of the Baltimore and Ohio.

The schedule of improvements submitted by the Company shows contemplated expenditures aggregating $8,000,000, including $1,500,000 for the new export coal pier at Baltimore, the installation of over fifty miles of automatic signals, chiefly between Cumberland and Connellsville, and the extension of freight facilities at Pittsburgh, Akron, Cleveland, Cincinnati and various other points.

Do It Now

Exchange

IF WITH pleasure you are viewing any work a man is doing,
If you like him or you love him, tell him now;
Don't withhold your approbation till the parson makes oration
And he lies with snowy lilies o'er his brow;
For, no matter how you shout it, he will never know about it;
He won't know how many tear drops you have shed;
If you think some praise is due him, now's the time to slip it to him,
For he cannot read his tombstone when he's dead.

More than fame and more than money is the comment kind and sunny
And the hearty, warm approval of a friend;
For it gives to life a savor, and it makes you stronger, braver,
And it gives you heart and spirit to the end;
If he earns your praise—bestow it; if you like him, let him know it;
Let the words of true encouragement be said;
Do not wait till life is over and he's underneath the clover,
For he cannot read his tombstone when he's dead.



AMONG OURSELVES

"SAFETY FIRST"

E. R. Scoville, chairman of the Safety First Bureau, who is following up the work of the Divisional Committees on "SAFETY FIRST," reports that a very decided interest is being taken in this work and he is very much gratified with the results that these committees are obtaining.

PICTURES OF CORRESPONDENTS

At the request of the editor, a number of the divisional correspondents for this department submitted their pictures with short accounts of their careers for publication in the December, 1914, issue. This issue was never published, but we are sure that our readers will be glad to see this material in the current number of the MAGAZINE. Where conditions have permitted, we have added a brief note to the biographies as submitted. —ED.

Baltimore and Ohio Building

Car Service Department

JOHNNY WUNK

Miss Mary Eeksmus is visiting her old friends again.

One-half of the Taylor twins does not know how the other half lives.

Thomas Carroll has invented a new labor-saving device in the form of a mucilage brush.

The Messrs. Greenfield, having vacated their old stand on Trace Street, are now doing a fine business on Mileage Avenue.

William Georgius, tracer, poultry king, and all-around good fellow, wishes to impress upon our readers that all the chickens are laying for him. Eggsactly!

Are you prepared for the annual suspender-handkerchief-necktie storms that sweep up the coast at this season of the year?

J. A. Hlavin is getting rather gay,
He gave a charming damsel a peach the other day;
Six other girls have claimed him within the passing year,
So his purring 'round a new one causes criticism here.

Fred Kraus has purchased a new shirt to match his monthly hair-cuts. The combination gives a pleasing effect.

Mr. Haynie, the sea-dog of the northwestern suburbs of this office, does not travel often, but when he does, he paddles his own canoe. (Published by the authority of the Joy Committee.)

Lives of great men all remind us
We are just as great as they—
When we die we leave behind us
All that we can't take away.

There is a tide in the affairs of men, which taken at the flood, leads to the pawn-shop.

Figure, figure, little clerk,
How you labor with your work.
From early morn till late at night
Calculating mileage right.

When the sun has gone to rest
And you've tried to do your best,
Then you board your little train
Homeward bound to work again.

Respectfully dedicated to James Austine of the car mileage bureau.

Our girl has concocted a new recipe for noiseless soup. This new preparation enables one who is partial to the great table delicacy to eat peacefully, even in the most tranquil locality, without fear of being molested or arrested for disturbing the peace. Try it over on your piano.

General Auditor's Office

John W. Sweitzer, secretary to the general auditor, became the father of another son on the morning of November 27. Congratulations!

Auditor Merchandise Receipts

Correspondent, HARRY BRANSKY

To illustrate the evolution in railroad accounting, we submit the following data for the reader's consideration:

With the installation of the Hollerith machines the manner of balancing accounts has been practically revolutionized. The operators on the key punchers have attained a high degree of efficiency.

For the month of October, 1915, there were punched 434,751 cards, in 1,241 hours, each card averaging about thirty holes. The number of errors made was 237; the number of cards punched per hour per operator 350, the percentage of errors being .0005, and the individual record being viz:

Clerk	Number of Clerk Hours	Number of Cards Cut	Errors	Average Number Cards Per Clerk Hour	Per Cent.
Grobe, C. O.	180	69,889	37	388	.0005
Hoffman, A.	185½	59 303	4	314	.00007
Morgan, T. M.	173½	67,793	42	391	.0006
Nugent, Miss H.	175½	46,486	44	265	.0009
Rasch, Miss L.	174½	61,347	51	352	.0008
Schuman, Miss L.	174½	73,898	21	423	.0003
Somerville, Miss M.	177½	56,035	38	316	.0007
Total	1,241	434,751	237	350	.....

For the interline settlement department, which handles business from foreign roads to the Baltimore and Ohio, there were abstracted for the month of September, 1915, a total of 108,525 waybills in 1,462 clerk hours, the average being 72 bills per hour, with only 149 errors in the total waybills abstracted. The following is a list in detail of what each operator has been doing:

Clerk	Number of Waybills	Number of Clerk Hours	Average Per Hour	Errors
Bell, L. H.	12,229	139½	90	8
Boehmer, Miss H.	7,967	140	57	6
Dorsey, H. E.	11,058	147	75	2
Brown, Mrs. R.	12,004	156	77	21
Frey, Miss A.	19,485	156	125	19
Kelly, F. J.	9,312	147	63	8
Hess, T. I.	10,898	147	74	20
Householder, W. E.	8,575	144½	51	38
Reardon, Miss M. C.	6,575	139½	41	9
Treadwell, C. W. E.	10,422	145½	70	17
Total	108,525	1,462	72	149

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

A TEN MINUTE TALK

EVERY WEDNESDAY NOON UNDER AUSPICES Y. M. C. A.

The above announcement appears on a placard which greets every one entering the office of the auditor passenger receipts. These talks are in their third successive year and are commanding large attendance, for which record we are glad. They are given by Baltimore's prominent clergymen and business men and have persuaded large numbers of employes to shorten their lunch periods and join the interested audience.

Effective work is being accomplished by these heart-to-heart talks and much good is derived from the excellent advice disseminated.

"See Relay First," is the slogan that is heard in our office. Certainly the little town is entitled to this slogan if the recent changes may be taken as a criterion. Already largely represented in the townfolk, two more of our clerks have added their names to the growing list.

After a long search, O. R. Lainhart decided that it was the ideal place wherein to make his home. Succumbing also to the lure of its beauty, Miss Celeste Hayden, with her parents, has gone there. Miss Hayden's father, John Hayden, is the distinguished veteran who has rounded out fifty years of faithful service with the Company.

Messrs. Hahn and McBurney have distinguished themselves as football stars, for, although playing on rival teams, they both displayed a high article of football. The score between their respective elevens, 6—0, indicates how strenuously the game was contested. The playing of McBurney at centre was of the highest order, as he often broke through the opposing line and got the runner before he could get started.

Hahn, at left end, also put up a stellar game. Both are mentioned as possibilities for the All Maryland State team.

New York Terminal

Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

Wm. Cornell	Terminal Agent, Chairman
W. B. Biggs	Agent, Pier 22, N. R.
E. W. Evans	Agent, St. George, S. I.
J. J. Bayer	Agent, 26th Street, N. R.
J. T. Gorman	Agent, Pier 21, E. R.
A. L. Mickelsen	Agent, Pier 7, N. R.
Albert Oswald	Foreman, Pier 22, N. R.
Michael Degnon	Foreman, 26th Street, N. R.
W. D. Ritter	Foreman, Pier 7, N. R.
Edw. Salisbury	Assistant Terminal Agent
John Johns	Master Carpenter
N. Johnson	Clifton Shops
E. G. Clark	Tug Captain
Edw. Sparks	Marine Engineer
Henry Bull	Barge Captain
Neils Gadebeeg	Barge Captain

The phenomenal increase of business on our division has necessitated the taking on of more clerks at Pier 22. Also the installation of a telegraph operator. The latter has proved a wonderful help in getting information which heretofore it was impossible to get over the phone owing to the number of calls received from the public.

The accounting records at Pier 22 indicate the total debit for New York to be almost $900,000 for the month of October. This is a considerable increase, particularly in St. George Lighterage, which has jumped about 100 per cent.

There is considerable difficulty experienced in securing floating equipment to handle the extraordinary volume of business. This shortage is being felt by all lines entering New York and as a result the lighterage department is kept on the go constantly.

Pier 7, which has considerable floor space, is being used for storage of tobacco and flour and at the present time is piled high with these commodities.

The 26th Street warehouse is doing a rushing business and it looks as if this will be one of the most successful warehouses in the city.

The new Pier 21, East River, is being pushed along as rapidly as possible by the dock authorities and will undoubtedly be completed by next spring. When it is, we will have a freight establishment on the East River second to none and there is every reason to believe that the improved facilities will show wonderful results in increased tonnage and revenue.

The Wallabout Station has been enlarged and the barges which formerly handled the business at that point have been withdrawn and a regular freight station built. Business at Wallabout is steadily improving. A regular station at this point is a big drawing card for Brooklyn business, both in and outbound.

C. P. Cornell has been promoted from the claim department to the position of assistant dispatcher in the lighterage department.

R. F. Weir has been promoted to the claim department.

Matt Boyan, in charge of the eastbound department, was married recently and has established himself and wife in his new home at Piermont.

Matty wishes to express his appreciation to all the boys for the wedding gift which was sent to him on his return from the honeymoon trip.

Mr. Biggs has returned to work after undergoing a delicate operation on his nose. He had a severe time, but feels considerably relieved.

John Newman journeyed, with his wife and family, for a well-earned vacation to Birmingham, Ala. His duties are being taken care of by William Hagan, tonnage clerk at Pier 22.

The telegraph operator has been reinstalled in the lighterage office at Pier 6, and all the boys are glad to have him with them again.

There have been several changes at the St. George Transfer. A new office has been erected on the end of the last platform, which has been extended to a length of about 700 feet. The transfer will now accommodate about 125 cars and it is thought that with the increase in capacity, business will also increase. They are now handling an average of sixty-five cars daily.

P. Lucy, of the foreman's office, has succeeded M. J. Murphy at the St. George Transfer in the capacity of transfer foreman and Edward Delaney is now his assistant. Their motto is "Move the Freight."

Owing to the large increase in business at the St. George Lighterage piers and the requests to do the impossible, agent Evans can readily be called the "man of the hour."

V. Emery, of the auditor's office at St. George, has succeeded Fred. Nodocker at the St. George Transfer, the latter having been promoted to claim clerk at Pier 6.

We are all glad to see Edward Delaney taking part charge of the transfer house with Mr. Lucy, because Edward is just the man for the job.

Assistant agent J. E. Davis is known all over the division as a hustler and during these trying times has again and again proved his ability as an excellent railroad man. At the present time we are working at St. George twenty-four hours a day and Mr. Davis spends a greater portion of the day and night at the St. George Lighterage office.

There have been several changes in the office force at the St. George Lighterage department and it is hoped that all the boys will meet with



J. E. DAVIS

success in their new positions. The present force is as follows: J. E. Davis, assistant agent; F. W. Nolan, tonnage clerk; Fred. Nodocker, claim clerk; Thomas Martin and John Blonquist, eastbound clerks; Harry Roden and James Duffy, westbound clerks; A. Nebel, Jr., weigh clerk and stenographer; Steve Schmidt, stenographer and clerk, and Fred Brennan, night clerk.

Staten Island Rapid Transit Railway Company

Correspondent, R. Groeling, *Chief Clerk*, Clifton, S. I.

Divisional Safety Committee

F. C. Syze.....Chairman, Assistant Superintendent
B. F. Kelly.....Vice-Chairman, Trainmaster
C. M. Davis.....Secretary, Clerk Assistant Superintendent
W. B. Redgrave.....Engineer Maintenance of Way
J. Bowditch.....Assistant Engineer Maintenance of Way
W. A. Deems.....Master Mechanic
A. Conley.....Road Foreman of Engines
F. Peterson.....Supervisor of Station Serviec
Dr. F. DeRevere.....Medical Examiner
J. B. Sharp.....Coal Agent
E. W. Evans.....Terminal Agent
E. Alley.....Supervisor of Track
W. L. Dryden.....Signal Supervisor
J. A. Larkin.....Chief Train Dispatcher
Geo. VanClief.....Shop Foreman
J. Weaver.....Engineer
F. Barber.....Fireman
J. B. Gerow.....Conductor
Carl VanName.....Yard Conductor
Samuel King.....Freight Trainman
J. LeStrange.....Signal Repairman
Phil Ryan.....Foreman
F. Estello.....Shopman
W. Post.....Car Inspector
M. Messner.....Repairman
I. M. Stickner.....Agent
J. Elliott.....Supervisor of Crossing Men
E. Palma.....Acting Captain of Police

Jack Mahoney, employed at New Brighton, and who has contributed some clever and beautiful designs to the Employes Magazine, has recently been blessed by the arrival at his home of an eleven pound boy. We understand that both mother and youngster are doing well.

The following conversation occurred in the office the other morning soon after the arrival of the child. Jack was looking over some letters when one of the clerks said to him. "Jack, we are getting quite a little mail these days." To which Jack responded with characteristic Hibernian wit, "Yes and I have quite a little male home, too." Back at him went the clerk with "I suppose he will soon be learning to draw like his father." But Jack was equal to the occasion with the rejoinder "Yes, I left him drawing his breath this morning."

J. H. Bowditch, assistant engineer maintenance of way, and his wife and daughter recently visited his home in Uhrichsville, Ohio.

The contractors for the substructure, elimination of the grade crossing at Pennsylvania Avenue, Rosebank, are making rapid progress.

F. J. Dolan, timekeeper, mechanical department, put one over on the boys. Frank was married on Saturday, November 6, to Miss Lena Hoehn of Tottenville. They spent a pleasant honeymoon visiting Buffalo, Niagara Falls, Toronto, Montreal and Quebec.

The fact that business conditions appear to be on the mend seems to be borne out by the fact that our popular junior clerk John J. Larkin recently went into long pants. Although John's physique would seem to call for knickers, he thought it best to enlist with the regulars.

In the call for the Safety Committee meeting under date of October 26, by assistant superintendent Syze, a copy of the booklet "First Aid to the Injured" was sent to each member of the General Safety Committee.

The accompanying picture is of engine No. 4 with train running east on the Staten Island Railway, passing plant of the Tottenville Copper Company, Tottenville. Snapshot by Paul B. Milburn, right-of-way survey corps.



ENGINE No. 4, STATEN ISLAND RAILWAY



REINHARD GROELING

Reinhard Groeling was born February 8, 1884, and graduated from the public schools. He attended high school for three years and his first and only employment has been with the Staten Island Lines. He entered the service on March 27, 1902, as clerk in storekeeper's office, was promoted July 1, 1904, to clerk in vice-president's office, and on October 1, 1905, to secretary to general traffic agent. On March 1, 1906, he was promoted to chief clerk in mechanical department, and has continued as such since that time.

Mr. Groeling was one of the first MAGAZINE correspondents to drop in at Baltimore and say "howdy" to the editor, and from this and several subsequent meetings with him we can only say that we'd like to see him oftener.

Philadelphia Division

Correspondent, J. C. RICHARDSON, *Chief Clerk*

Divisional Safety Committee

S. T. CANTRELL	Superintendent, Chairman
W. T. R. HODDINOTT	Trainmaster, Vice-Chairman
F. G. HOSKINS	Division Engineer
J. KIRKPATRICK	Master Mechanic
J. E. SENTMAN	Road Foreman of Engines
F. H. LAMB	Division Claim Agent
T. B. FRANKLIN	Terminal Agent
DR. C. W. PENCE	Medical Examiner
W. A. RESAU	Freight Engineer
E. R. HEWITT	Passenger Fireman
W. S. WILSON	Freight Conductor
JOSEPH DUMIGAN	Yard Brakeman
JOHN KILEY	Blacksmith
J. A. HEALEY	Engine Inspector
R. C. ACTON	Secretary

The Drexel Biddle Bible Class has a branch on this division, the movement having taken shape last summer. Engineer Charles E. Webb is the director and several enthusiastic meetings have already been held. A cordial invitation is extended to all employes to affiliate themselves with this religious movement.

J. M. Kelly, engineer for a number of years, was on November 1 appointed assistant road foreman of engines.

P. J. Fessenden, bridge and building clerk, superintendent's office, who has been on the sick list for nearly a year, is now in California for his health. We all hope to see him return much improved.

The Misses Marion and Earline Sinnott, daughters of traveling motive power inspector W. Sinnott, have just returned from a trip to the Panama Exposition, where they visited their brother, Harry E. Sinnott, who is in the employ of the Santa Fe at Albuquerque.

Rush Gramm, passenger engineer, with his wife, has left on a trip to San Francisco and other points on the coast.

The following stations on the Philadelphia Division show increases as noted for October over the same month of last year:

Philadelphia—Freight	$35,967.00
Woodlyn, Pa.	13,057.00
Wilmington, Del.	9,974.00
Elsmere Jct., Del.	4,258.00
Yorklyn, Del.	3,313.00
Chester, Pa.	2,400.00

For the month of October we handled 49,378 cars, our previous highest record being 47,567 cars.

On October 15, our division handled 2,090 cars, our previous high record being 2,007.

The accompanying picture is of the champion gunners of the Susquehanna flats. They spent a few days ducking recently and got some game, too! From left to right are, chief train dispatcher H. K. Hartman, engineer H. Botts, conductor W. S. Wilson, engineer G. W. Abrams, and conductor R. L. Wilson.



Baltimore Division

Correspondent, J. B. Moriarty, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. Allen.....Chairman
J. P. Kavanagh.....Vice-Chairman

Y. M. C. A.

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
G. H. Winslow....Secretary, The Washington Terminal Co.

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester

Claim Department

R. B. Banks.....Division Claim Agent,
Baltimore and Ohio Building

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Baltimore
E. C. Shipley.....Road Foreman, Riverside
J. J. McCabe.....Trainmaster, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington
W. E. Shannon.....Transportation Agent, Brunswick
A. M. Kinstendorf.....Agent, Camden
J. W. Brown.....Freight Conductor, Riverside
J. B. Sunstrom.....Freight Engineer, Riverside
W. H. Cassel.....Freight Fireman, Riverside
J. R. Turner.....Yard Brakeman, Riverside

Maintenance of Way

H. M. Church.....Division Engineer, Camden
S. C. Tanner.....Master Carpenter, Camden
C. A. Thompson.....Signal Supervisor, Camden
E. E. Peddicord.....General Foreman, Locust Point
C. W. Selby.....Supervisor, Washington Junction
A. C. Hoffman.....Foreman, Locust Point
M. H. Higinbothem.....Painter Foreman, Mt. Clare
G. K. Johnson.....Track Foreman, Lansdowne
T. L. Suggs.....Track Foreman, Baileys
R. F. Farlow.....Carpenter Foreman, Curtis Bay

Motive Power Department

A. K. Galloway.....Master Mechanic, Riverside
W. Battenhouse.....General Car Foreman, Riverside
F. P. Crouch.....Assistant Car Foreman, Baileys
J. C. Fowler.....Yard Clerk, Locust Point
W. K. McNew.....Piecework Inspector, Curtis Bay
W. H. Thiemeyer.....Clerk Locomotive Dep't, Brunswick
C. R. Crim.....Clerk Car Department, Brunswick
T. O'Leary.....Car Foreman, Washington, D. C.
C. V. Porter.....Blacksmith Foreman, Riverside
J. J. Parsons.....Janitor, Camden

S. A. Jordan spent his vacation in the vicinity of Cincinnati. Mr. Jordan is assistant superintendent in charge of Brunswick Terminal, the Shenandoah Sub-division and the Washington County Branch.

E. E. Hurlock, division operator, was confined to his home for ten days on account of an attack of grippe, which nearly resulted in a case of pneumonia. He is now back on the job.

On November 9, a lecture on the safe handling of explosives was given at Albaugh's theatre by Colonel Taylor of the bureau of explosives in New York. About three hundred Baltimore and Ohio employes attended, together with employes of other railroads entering Baltimore. The proper methods of handling explosives is something that all employes, especially in the transportation department, should be thoroughly conversant with, and it is hoped that the instructions given will have a far-reaching effect.

For the past four or five months we have been making some big improvements in the Curtis Bay district in order to enable us to handle properly the increased output from the industries in that district. The improvements have been nearly completed and in a later issue we expect to show some views of what has been done. A large coal dock has recently been completed at Huntington Avenue, which will mean more business in that part of the city.

The grain movement from the lakes has been unusually heavy for the past month, but it is being handled with satisfaction at Locust Point by the elevator forces under manager Brown.

Our passenger train record for the month of October shows an improvement over the month of September, as does also our fast freight movement, but better results are looked for. It would be interesting if some of our engineers and conductors would ask to see the statements that are kept in the division office showing the running of their trains during the month. Drop in and look them over.

A short time ago superintendent Allen and division engineer Church had a meeting of supervisors and section foremen from the main line district, at Mt. Airy. Matters of importance were discussed and the men in the maintenance of way department brought closer together.

On October 10, eight special trains of ten cars each were run out of Camden Station within a period of forty minutes to handle members of the Holy Name Society to Washington, D. C. As the members of the society were formed in marching clubs and arrived at the station in practically one large body, it was rather a difficult proposition to handle them without confusion and delay. Assistant superintendent Kavanagh had his force lined up and everything in readiness and the programme he had previously outlined was carried out without a hitch and without making it necessary to hold the crowd back on the street, as is usually the case when handling these movements. The members of the society were very much pleased with the treatment they received.

We have been advised that our friend and former chief clerk, L. C. Sauerhammer, has taken to himself a partner for life. Here's good luck to you, Lou!

Electrical Department, Baileys

Correspondent, Robert O'Ferrall

W. D. Burnham, our general foreman, spent several days in New York looking over third rail methods on the New York Central and Manhattan Railways.

Harry Brooks, wireman, has moved into his new home on the Belair Road.

Mrs. Mollie Mills, wife of Lucian Mills the popular wireman, who has been sick for some time past, has fully recovered. Lou has been spending Sundays with Mollie and the seven little Mills' at Occoquan, Va.

Harry Barry, wireman is building one of the prettiest homes in Baltimore's suburbs. Harry's new home is to contain fifteen rooms and three baths. The floors will all be hardwood and the woodwork will be mission finished. "Dad" Barry, Harry's father, otherwise known as "the grand old man," will make his home with Harry as soon as the house is completed.

The stork visited the home of Frank Smith and left a healthy baby boy. This makes three for Frank.

P. M. Fey, foreman, spent ten days in Fort Wayne, inspecting machinery for use in the Chicago improvements.

W. L. Offley, sub-station operator at Mt. Royal, has been confined to his home for several weeks with rheumatism. The boys all wish him speedy recovery.

Henry Doyle, repairman, has been confined to his home with nervous trouble for several weeks. He expects to return to work shortly.

Boys, get the habit, visit the sick.

Yes, Foster is still in Philadelphia.

Harry Addison, foreman, is on the job at Robey Street, Chicago, Ill. I wonder if Harry is homesick?

Has anybody seen Jack Poe?

Jimmie Gay has been appointed road foreman. Success to James is the wish of all the boys.

Lester now puts his overalls on with a slipper horn. It wouldn't do for him to get caught in a heavy rain.

Watch Hoey for the big surprise.

Edward Bennett, clerk to the storekeeper, has purchased a new "Reo" car. All the boys are awaiting an invitation for a ride.

Washington, D. C., Freight Station

Correspondent, W. L. Whiting, *Chief Clerk*, Washington, D. C.

At this busy season of the year, social events in the lives of railroad employes are few and far between, and anything aside from strenuous work has to be wedged in on an occasional Sunday or in the evening after working hours.

Two of our force, however, have been able to pay a long postponed visit to Richmond, Va. Our janitor, P. K. Lee, accompanied his wife to that city recently, on her way to the south; and on the same Sunday, chief clerk W. L. Whiting and his wife spent a very pleasant day at the old capital of the Confederacy. The trip was an enjoyable one, the day was clear and warm, and nature was at her best in the display of colorful foliage in the wooded country between Washington and Richmond.

There have been changes in our office force recently: V. Poling, our O. S. & D. clerk, resigned, and utility clerk Marion Lynn was promoted to fill the vacancy.

Cashier's clerk C. C. Stuart resigned to take a position with the Du Pont Powder Company.

On Tuesday evening, November 9, a delegation from this station left the city at 7 o'clock to attend the lecture given by Col. J. L. Taylor, of the bureau of explosives, at Albaugh's Lyceum theatre in Baltimore. Headed by our freight Agent, D. M. Fisher, the party, thirty-five strong, marched from Camden Station to the theatre, arriving there shortly after the lecturer had commenced. It was a pleasure to see such a crowded auditorium, as it indicated the great interest taken by railroad men (and ladies as well, as there were several present) in this important subject.

It was the intention of Col. Taylor that the lecture would be illustrated with a number of stereopticon slides, but after throwing a few pictures on the screen, the lantern, perhaps with a laudable desire not to counteract the good advice given by the lecturer, and afraid of becoming overheated and causing premature explosion and the resultant damage, absolutely refused to continue working. This was, of course, a disappointment both to the lecturer and his large audience; but what was lacking in pictorial display was made up in enthusiasm over his subject, and all left the theatre feeling that they had learned something more about explosives than they had known before.

The Washington delegation returned home at midnight, a happy, jolly crowd, beguiling the time on the train with music and songs and all agreeing that it had been a profitable evening.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary*, Y. M. C. A.

The Evening Bowling League is progressing in good shape. High Level is leading, with Electricians a close second. Brakeman B. H. Miller, of the Baltimore Division, rolling with the Electricians, has the distinction of rolling the second highest set of three games this season, his total pins for these games being 324. Miller, better known as "Barney," also has the unique distinction of rolling the highest flat game on the association alleys, his mark being 97, which is "some" rolling. This game was rolled several years ago, and it is likely to stand for some time to come. "Barney," by his jovial disposition, has endeared himself to the



GEORGE H. WINSLOW

members of this association. Here's hoping that he will enjoy his best year in bowling.

A basketball league of four teams has been organized as follows: Baltimore & Ohio—W. F. Tarr, captain; Pennsylvania—S. M. Boyd, captain; Southern—J. A. Smith, captain; Chesapeake & Ohio—L. H. Gebicke, captain. The schedule includes thirty-six games, each team playing eighteen games, and extends from November 9, 1915, to March 16, 1916. There is much interest in this sport among our members and we hope to develop a strong and representative team from the material at hand in the league.

W. B. Young, one of our members, and a former Georgetown University trackman, has volunteered to coach men who desire to compete in track and field athletics. As there are a number of athletic meets scheduled for this season, track work should have a good year in this association.

Class work has been introduced in the gymnasium. Two classes have been formed, one for office men, meeting at five o'clock on Monday, Wednesday and Friday each week, and the evening class, which is open to any one in the association, at 8 o'clock on the same evenings. These classes are growing gradually and those who attend express great satisfaction and show improved physical condition.

We are glad to announce that the superintendent of the Washington Terminal has authorized the installation of heat in the gymnasium. This will greatly help the work of the physical department and make the gymnasium more comfortable, both for the members who are exercising and for spectators who come to witness match games or gymnastic exhibitions.

The wedding bells rang merrily here during November. Among the young men who have joined the benedicts are two of the popular clerks in Union Station. Rev. C. E. Wheeler, of the Church of the Holy Comforter, united Frank E. Sullivan, of the auditor's department, and Miss Irene K. McDonald in marriage. Mr. and Mrs. Sullivan enjoyed their honeymoon trip to New York and the north.

Noting the example of Mr. Sullivan and considering him a man of good judgment, Paul J Simonton, in the superintendent's office, decided that it was a good thing for a young man to do and believing there was no better place to look for a life partner, went to Laurel, Md., and persuaded Miss Mary M. Sullivan that he was the only one in the world for her. Consequently, Rev. Myers, of St. Mary's Church at Laurel, performed the ceremony that made another happy couple. After a trip to Boston and other New England cities of interest they will make their home at Laurel.

May there be happiness and long life and an abundance of good things in the future for both these new unions.

Mount Clare Shops

Correspondent, S. E. Forwood, *Secretary to Superintendent*

Divisional Safety Committee

R. P. Litchfield ..... Machinist, No. 1 Machine Shop
J. O. Perin ..... Machinist, No. 2 Machine Shop
F. W. Scott ..... Machinist, No. 3 Machine Shop
H. C. Yealdhall ..... Boilermaker, Boiler Shop
Edw. Fetrow ..... Smith, Smith Shop (also Foundry)
S. C. Carter ..... Machinist, Erecting Shop
W. D. Lenderking .... Pipe Fitter, Pipe Shop (also Tin and Tender)
J. P. Reinardt ..... Fire Marshal, Yard, Axle Shop, Flue Plant and Rolling Mill
H. H. Burns ..... Car Repairman, Freight Repair Track
J. W. Smith ..... Car Builder, Passenger Erecting Shop
Wm. F. Smith ..... Mill Machine Hand, Saw Mill
Walter Hart ..... Car Builder, Steel Car Repair Track
A. F. Becker ..... Painter, Paint Shop

In line with the reorganization of the Safety work, a new committee has been appointed at Mt. Clare and the regular monthly meetings have been resumed.

Mount Clare is fortunate in having at this station general safety committeeman John Hair, the pioneer motive power department Safety work leader. Mr. Hair is following up special work at this station and in addition is giving some attention to Safety work. Plans have been made for a systematic study of the accidents at Mt. Clare and the reasons leading up to these accidents and a great reduction in the personal injuries here is anticipated.

It has long been the belief of Mr. Hair that the foundation upon which any great success in Safety work must be built is the education of the men, and with this end in view a series of

noon-day shop meetings have been arranged, which will be addressed by prominent Company men, many of whom have had actual experience in Safety work.

We don't need to print the picture shown below to acquaint most of the employes at Mt. Clare with S. E. Forwood, their correspondent, for he is known well and favorably by many of them. Mr. Forwood was born and practically brought up in Baltimore County and completed the course of instruction in the schools there. His father having died when he was but eight years of age, he was compelled to go to work when about ten years old and from that time until he was nineteen, he alternated between school and a cotton factory. After completing school, he was employed for several years as a grocery clerk and an elevator dispatcher and during the latter portion of this time took up a course of shorthand at Baltimore Business College. On June 4, 1906, he started to work as stenographer with the Blue Line Transfer Co., and on January 4, 1906, was transferred to the office of auditor merchandise receipts in the same capacity. He worked in this department until December 31, 1909, when he left the service, but re-entered it on June 12, 1910, in the office of the general superintendent motive power as a stenographer and was transferred to Mt. Clare to his present position in the office of superintendent shops, May 1, 1912.

Of all our correspondents, Mr. Forwood has possibly succeeded best in getting the cooperation of the men he represents. He has a couple of cartoonists on his staff and until recently had a first rate versifier, all of whom have contributed to liven up these columns. Forwood is a good man to know and if you haven't the pleasure of his acquaintance, he'll be glad to have you go in to see him.



S. E. FORWOOD



The above cartoon is by artist Ackerman of the paint shop. It shows Charles Emmart making a meal look sick. Some time ago Mr. Emmart was on the sick list for over a month, and on returning to duty informed his friends that he had lost over forty pounds. At the present time he touches the 250 pound mark, but calls this delicate, and we hope he will soon completely recover his health and lost weight.

No. 2 Machine Shop

During the noon hour on October 26, about 300 men, employes of No. 2 machine, the axle and other shops, gathered in the west end of No. 2 machine shop to pay their parting tribute to John V. LeCompte.

Mr. LeCompte entered the service of the Baltimore and Ohio Railroad Company October 23, 1888, as an apprentice to learn the machinist trade and has served in various capacities for twenty-seven years. He was made foreman of No. 2 machine shop September 1, 1911, and held that position until May 1, 1915, when he was transferred to the axle shop.

It became rumored about that Mr. LeCompte was to leave the service of the Company and a number of the employes of No. 2 machine shop got together and with the assistance of his many friends purchased a gold watch, beautifully carved, together with chain and charm equally beautiful. On the front of the case was engraved the Masonic emblem, with the initials J. V. L. on the back case. On the inside of the case were the words "From friends at Mt. Clare." The charm was a small locket with the Masonic emblem raised on the front side.

J. O. Perin made the presentation and spoke of the pleasant relations that had existed between Mr. LeCompte and the men of No. 2 machine shop while he was foreman, and expressed the deep regret of the men in losing one who had been associated with them for so many years. He extended to Mr. LeCompte the very best wishes of the men for his future success. This sentiment was heartily applauded by all present.

Mr. LeCompte, in accepting the watch presented to him, made a very feeling address,

expressing his appreciation of the token of love from his fellow workmen. He spoke at some length on the relation that had existed and the many changes that had taken place since he first came to Mt. Clare and how he had during that time striven to carry out the wishes of the Company and, while in a supervising capacity, to treat the men fairly in all his dealings.

Stores Department

Correspondent, C. A. Hosfelt

W. P. Blatt's moustache during its early stage of development has the appearance of a misplaced eye-brow, but, being a strong German, he ought to have his upper lip well fortified in a few years.

G. W. Sheckles went hunting on November 10, and scared two rabbits to death.

The men of the storehouse extend their best wishes to W. M. Hinkey, who was recently appointed storekeeper at Keyser, W. Va.

D. L. Tanzey, requisition clerk, expects to take an extended trip through the south. He will see many southern maids, who will have to be careful or D. L. T. will propose to them.

P. J. Gumpman and C. C. Taylor went to New York last month and returned well pleased with the trip.

G. Saratorius is very much interested in terpsichorean art.

The accompanying is a good cartoon of shipping clerk Lauman and second-floor foreman Ricker.



Slim Hoover, alias K. Calloway, is on the job again, and has told us some of those fish stories, as expected.

All of the boys are wondering why G. W. Sheckles has become so much like a man of late, but it was easily explained when someone said he attained his majority on November 16.

J. Lemmon is all smiles now; he had a visitor in in the shape of a stork, who left a bouncing boy.

Cy Ross came out of Mr. Paullis' office rather quickly the other day. Can anyone explain his hurried exit!

Test Bureau

Correspondent, C. E. Mitchell

The annual oyster roast of the test bureau was held on Sunday, October 24, at Dodson's Island in Curtis Creek. About thirty fellows attended and had a fine day. The main event of the day was the semi-annual baseball game between the married and single men of the department. In previous games the single men usually won, but this year the married men turned the tables and won easily by a score of 15 to 8. The victory was due largely to the fine pitching of lumber inspector Neighborgal. But what the married men gained in runs they made up for during the following days with their sore arms and backs. The outings of the test bureau have established a reputation and our inspectors from Philadelphia, Pittsburgh, Cincinnati, and other places are always present.

The marriage of Miss Helen E. Hearn, of Baltimore, and Sidney H. Winslow, material inspector, son of Mr. G. H. Winslow, secretary of Washington Terminal Y. M. C. A., took place on the morning of September 21, at the home of Mr. and Mrs. G. H. Winslow, 612 D Street, Northeast. The Rev. Alfred E. Barrows, of the Eastern Presbyterian Church, performed the ceremony in the presence of the members of the immediate families. There were no attendants except the little three-year-old flower girl, Miss Marie Schwartz, who carried a basket of white roses and lilies of the valley. The bride wore a suit of navy blue silk poplin, trimmed with fur, and a picture hat of white satin and black velvet. She carried bridal roses and lilies of the valley. The house was decorated with palms, ferns and roses, and the wedding march from Lohengrin was played by Mr. J. C. Kester, Mrs. Kester, contralto soloist of Eastern Presbyterian Church, singing "O Promise Me" during the ceremony. After a buffet luncheon, Mr. and Mrs. Winslow left for Canada, via New York and Niagara Falls. They will make their home in Baltimore.

William A. Longabaugh, material inspector, has returned from the hospital, where he underwent an operation. He says he feels well, for which we are glad.

Dynamometer car, No. 930, with S. H. Winslow in charge, is now on the Cumberland Division, making a series of engine tests on slow

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HAMILTON WATCH COMPANY, Dept. 25, Lancaster, Pennsylvania



freight trains. The car has been on the road for several months and at the present writing is scheduled for many months to come. The following special apprentices are on the car: W. C. Anthony, E. Lemke, E. Y. Johnson and J. S. Thayer.

No. 3 Machine Shop

Below is a photograph of night electrician W. G. O'Donnell and family, which was taken while they were at Coney Island. It has often been remarked that the greatest work in this world is not always performed by the biggest people and the photograph below bears testimony to that fact. Mr. O'Donnell, fearing that if on his return he should state that he and *family* had visited Coney, the boys might doubt his veracity, offers the photograph below as evidence to corroborate his statement. It is freely admitted that Billy deserves considerable credit for his ability as a conductor of sight-seeing parties. May his future trips all be as successful.



W. G. O'DONNELL IS MANIFESTLY A STRONG OPPONENT OF RACE SUICIDE

Paint Shop

Frank Hendricks, formerly of the superintendent's office, has been promoted to piece work inspector in the paint shop.

J. E. Kraft has been made passenger car inspector. If they don't watch out, he will be superintendent of shops before long, for he admits that this is his aim.

"Al" Lardusky is having trouble with his machine. He has had it only several months and twice it has been stolen from his garage. He also has trouble in starting the old buzz wagon, and when it gets started it refuses to stop. "Al," you had better sell that wagon or we will have to take up a collection for flowers.

James F. Crotty, painter, has been transferred to the engineer of tests department. It is understood that he will inspect cars in West Virginia.

J. C. Cavano, assistant foreman in the passenger car finishing shop, has recovered from a three weeks' illness.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*

H. H. SUMMERS, *Superintendent's Office*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL	Superintendent, Chairman
W. TRAPNELL	Division Engineer
J. W. DENEEN	Trainmaster
T. R. STEWART	Master Mechanic
L. J. WILMOTH	Road Foreman of Engines
DR. J. A. DOERNER	Medical Examiner
G. R. BRAMBLE	Freight Agent
W. S. HARIG	Claim Agent
W. E. YARNELL	Assistant Trainmaster
E. DWIGGINS	Freight Engineer
D. L. CLAYTON	Freight Fireman
W. J. CATHERS	Freight Conductor
C. P. ARNOLD	Yard Brakeman
S. H. STORER	Machinist
C. W. ROBINSON	Car Inspector
T. R. REES	Secretary to Superintendent

The funeral of C. C. Beck, wreckmaster, who died at 10.30 a. m., Friday, November 5, took place on Sunday, November 7, the interment being in German Lutheran Cemetery. Officials of the division, together with a host of other employes and friends, paid their last respects by attending the funeral of the deceased.

In the death of Mr. Beck the Company has sustained the loss of a faithful and efficient employe, who was ready at all times to go to the assistance of his fellow men.

Mrs. Beck, wife of the deceased, wishes to extend her thanks to all for the kindness shown her in her sorrow.

Mr. and Mrs. Frank B. Johnson wish to thank their many friends for their kindness to them in the illness and death of James Allen Johnson, their son, who departed from this life September

4, 1915, age eleven months and ten days. Mr. Johnson is acting work train foreman at Martinsburg.

"Budded on earth to bloom in Heaven,
His Savior called him there,
Just to fill a crown of roses
Which He has blooming there."

—*By His Parents.*

Chief clerk to superintendent G. A. McGinn, who was operated upon for appendicitis, is again back at his desk, having fully recovered.



T. E. SHAFFER
Car Distributer and former MAGAZINE Correspondent

We often hear the question asked, and discussed—"Is the world getting better?" The men in the Cumberland Baltimore and Ohio shops are of one mind that it is. At a recent meeting of the machinists' union, held in their lodge rooms, a most delightful evening of songs and story was spent and an address given by the Rev. H. E. Wheeler. At the close of his address, the men voted to attend, in a body, under the auspices of their organization, the divine services in his church on the following Sabbath morning. This they did. Headed by the master mechanic, T. R. Stewart, who is always ready to enter into anything that is for the welfare and the uplift of his men, the shop boys marched from the lodge room to the church. Mr. Wheeler was at his best, he himself in his early days having been a machinist, prior to going into the ministry. He took for his text, "The workman that needeth not to be ashamed." Mr. Wheeler drew many beautiful lessons from this thought, and the following day in the shops, the subject of discussion among the men was, "What did you think of the sermon?" The master mechanic, in conversation with the writer, made the remark, "I want to tell you that Wheeler is some preacher. He gave us a great talk." We want to congratulate the machinists on this "Go-To-Church-Sunday-Movement," which they have inaugurated, and trust that they will keep it up.

The Y. M. C. A. has started a social noon hour, once a week, for the men in the shops. It is the purpose of the committee to arrange victrola concerts, and also from time to time to have concerts with songs and stories, etc. The men in the shops are most appreciative of any efforts made in their behalf.

The secretaries of the Y. M. C. A. associations of the System held a conference at the Cumberland Association on Saturday, November 6. Mr. H. O. Williams, international secretary, was present. The secretaries decided upon an educational scheme by which each association can secure illustrated lectures on travel, and other interesting subjects. These lectures last twenty or twenty-five minutes, and will be given several times each day while the respective associations hold the slides, to different groups of men, just as they gather. The Washington Terminal association has been conducting these lectures and finds that the men respond and appreciate and make the effort worth while. The above talks will be given at the noon hour for the benefit of the men in the shops, in the auditorium of the Y. M. C. A.

On Saturday November 6, bowling league teams, representing Keyser, Grafton, Cumberland, Brunswick and Baltimore, met at the Cumberland Association and inaugurated a System Bowling League. T. R. Stewart, master mechanic of the shops at Cumberland, was elected president, Oscar Fazenbaker of Keyser, vice-president, F. W. Tutt of Grafton, secretary, and H. H. Summers of Cumberland, treasurer. Mr. Fazenbaker, Mr. Summers and Mr. Tutt were appointed a committee to arrange a schedule and draw up the by-laws and constitution governing the league. Much interest was manifested at the meeting. A supper was served the visiting teams by the association, after which the members were given a short address by Mr. H. O. Williams. A few friendly match games were bowled in the evening.

W. N. Hauger, who for the past three years has been assistant secretary at the Y. M. C. A., resigned on the first of November to accept a position as traveling salesman, with headquarters in Baltimore. Mr. Hauger was popular and well liked by the men and he carries with him the best wishes of his Cumberland friends for his future success.

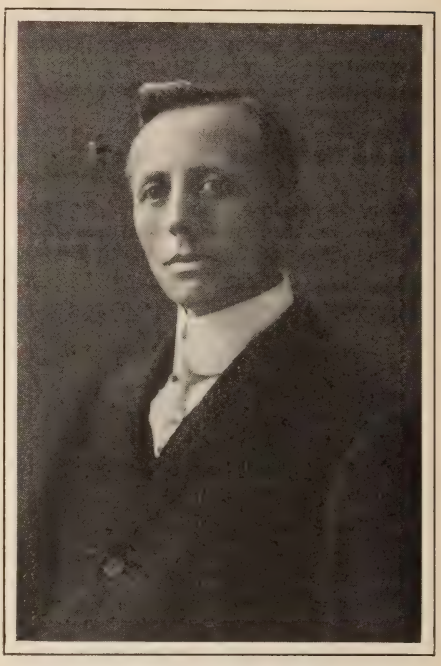
By the time we receive the issue of this MAGAZINE, the spirit of Christmas will be upon us. The Company Y. M. C. A. for the past ten years has given a big treat to the children of the employes in South Cumberland. Last Christmas a high water mark in point of attendance was attained, upwards of sixteen

hundred little ones, ranging from the babe in arms to boys and girls twelve and thirteen years old, were entertained at the association and each received a Christmas gift. This was made possible by the many friends of our association, including a large number of our officials, who, by their liberality, have made it possible from year to year for the association to give this Christmas treat to the children. This year the association will tackle the job again. It is no small one, and we appeal to our friends and the readers of this column, that if they care to have a part and help make this year the best one yet, they may do so by sending a contribution to secretary Montignani at Cumberland.

The meetings for the employes under the auspices of the Company Y. M. C. A., at the Leader theatre, Virginia Avenue, are weekly increasing in interest. The best speakers possible are secured for these meetings, and during the past two or three Sundays the theatre has been filled to its capacity. Much good is being accomplished by these meetings.

William C. Montignani, secretary of the Baltimore and Ohio Railroad Young Men's Christian Association, was born in Edinburgh, Scotland. He graduated from the George Watson College of that city, and then entered business with his father, who was one of the most highly respected wholesale provision merchants in that city for upwards of sixty years. After his father's death, Mr. Montignani, before coming to America, had a wide experience as a commercial traveler. At the outbreak of the Boer War, he volunteered his services to go to South Africa, at that time holding a commission as first lieutenant of the Queen's Own Scottish Volunteers; but there was such a response on the part of the young men of Great Britain, that not one-third of them were selected. When informed that his services were not needed, he decided to visit his sister in Albany, N. Y., arriving there in April, 1900. He soon met Mr. John F. Moore, international secretary of the Young Men's Christian Association of the United States and Canada, who induced him to consider taking up the work of the Railroad Young Men's Christian Association. He was offered and accepted a position as assistant secretary at Point St. Charles, Montreal, Canada. A few months after he arrived there, the secretary, a Mr. F. S. Morrison, was called to another field, and Mr. Montignani was unanimously selected to succeed him as secretary. Within a year the membership and work at the association had so increased that the building became absolutely inadequate to take care of the men. A movement was started for a new building, and today Montreal can boast of one of the finest railroad associations in Canada.

From Montreal, Mr. Montignani received a call from Rochester, N. Y., to organize and open the first Young Men's Christian Association among street railway employes. This he accepted. Under his administration, the new work made rapid progress. While in Rochester,



W. C. MONTIGNANI

Mr. Montignani received a very flattering offer from a large mercantile house and tendered his resignation to the Rochester association, fully intending to go back into the commercial life, but before his time of resignation had expired, Mr. H. O. Williams, representative of the international committee of the Young Men's Christian Association, visited him and requested him to give them at least two months' time for some special organizing work for a Young Men's Christian Association on the Baltimore and Ohio Railroad System at Cumberland. Mr. Montignani agreed to do this, arriving in Cumberland in July, 1905, and immediately started in to organize an association.

At that time the men were being housed in bunk cars, and while nearly every one of them responded to a call for subscriptions toward equipment for an association, the majority was pessimistic as to whether a Young Men's Christian Association could be conducted in South Cumberland. Some of the oldest employes prophesied it would last only a month. Some of the more liberal ones allowed it three months before its doors would be closed.

In eight weeks after arriving in Cumberland, however, Mr. Montignani had collected and turned into the Company money and pledges to insure the purchase of the building which we now occupy, the Company having agreed that they would purchase and provide the building, if the men showed a willingness to purchase the equipment.

At the conclusion of the eight weeks' work, Mr. Montignani wrote the international com-

mittee that he was ready to return to Rochester, but the executive committee under whom he worked, composed of superintendent F. E. Blaser, master mechanic T. R Stewart, the late lamented C. L. French and Allan Coglan, took the matter up with the international committee, and urged them to secure him as permanent secretary. Again Mr. Williams waited on Mr. Montignani, and after giving the matter careful and prayerful consideration, he decided to give up the business offer and to continue in the work among the railroad men which he loved so well. He moved his family from Rochester to Cumberland.

The history of the work at South Cumberland needs no mention in these columns, as nearly all of the employes on the System know what has been accomplished. Mr. Montignani does not believe that the work of the association is confined to its four walls, but takes an active part in the moral and spiritual uplift of the community. He calls on the railroad men in their homes, and visits the sick in the hospitals, etc.

Mr. Montignani is teacher of the Duke Memorial Bible Class of the First Presbyterian Church of Cumberland. This class enjoys the reputation of being one of the largest and one of the most wideawake men's bible classes in the state of Maryland. He was selected as leader of this class when there were but twelve members. Today there is a membership of over 150, with an average attendance of over eighty every Sunday morning.

While in Montreal, Mr. Montignani met, wooed, and won Miss Lizzie Mingie, who was the secretary and treasurer of the Woman's Auxiliary, of the Railroad Y. M. C. A. of which Mr. Montignani was secretary. During his secretaryship at Rochester, he returned to Montreal on Christmas day, 1903, and was married by Rev. Dr. McKenzie, pastor of the Presbyterian Church, Point St. Charles, Montreal.

To Mr. and Mrs. Montignani have been born five children, Walter John, Helen Ellis, Marion Alberta, Grace Elizabeth, and on September 1, 1914, William Charles, Jr.

Mrs. Montignani is a lady of charming personality, and has been a great helpmate to her husband in his work. She is a great reader and bible student and is a teacher of a large, ladies' bible class in the South Minster Presbyterian Church. During his nine years' stay in Cumberland, Mr. Montignani has received several calls to other fields of labor, but his friends of Cumberland have so bound him with the cords of love that he declares that it would be hard to break away.

During the summer of 1913 it was Mr. Montignani's privilege and good fortune to be granted a three months' leave of absence. He visited the various countries of Europe and spent part of the time at his old home in Scot-



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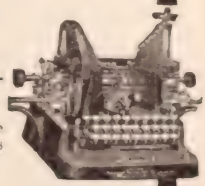


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land, and on his return he remarked to many of his friends that, while he was proud of the fact that he was born in Scotland, yet he gloried in the knowledge that he was a full-fledged voting American citizen, and that during the nine years of his connection with the Baltimore and Ohio, he had learned to have the highest regard and love for all its officials, for during all these years he has not had from one of them a word of unkind criticism, but on the contrary, has received at their hands nothing but the greatest kindness.

Martinsburg Shops

Correspondent, W. L. Stephens, *Ass't Shop Foreman*

W. A. Cox and Miss Anna R. Dunham were united in marriage on October 30. Mr. Cox is an employe of the local blacksmith's shop. Coxey put one over on the boys by slipping away quietly to Hagerstown with his bride, where the nuptial knot was tied. Mr. and Mrs. Cox are pleasantly domiciled on Swartz Street. Coxey is popular with the shop force and all wish him a long and happy wedded life.

A. W. Shipley, formerly of Baltimore, has accepted the position of chief clerk in the local shop office. He comes to us from the clerical force at Cumbo, having served a clerkship there for sometime.

The engine "Atlantic" and the other curios which were sent to Pittsburgh and exhibited at the exposition there have been returned to the local shop for storage. The Baltimore and Ohio exhibit there was a very creditable one and was viewed with interest by many thousands of visitors. D. L. Bangs, who was in charge, deserves credit for the attractive display he made of these valuable and interesting relics.

The automatic block signal improvement has been completed to Hobbs and is being extended to Cumbo. This improvement will greatly aid in the handling of trains out of Cumbo and over the nine mile hill.

W. H. Rudy, keeper of the oil house, ran a nail into his foot and it proved a very bad proposition. The foot became infected, necessitating treatment at the hospital and incapacitating him for some time. Little injuries often prove most serious and sometimes terminate with fatal results. Mr. Rudy is back on the job again.

Contractor Burns has completed his job of painting and the shops and stations look neat and trim. This means much for the appearance of the Baltimore and Ohio at Martinsburg.

David F. Drenner, a retired engineer of the Baltimore and Ohio, died at his home in Washington, D. C., on October 31, at the age of seventy-seven. For many years Mr. Drenner made his home in this city and here began his railroad career. After his retirement under the age limit he moved to Washington. Mr. Drenner served in the Maryland Infantry, U. S. A., during the Civil War and was a member of Duquesne Post, G. A. R. of Washington, and a member of the Lodge of Owls of this city. The remains were brought to Martinsburg and after the service in St. John's Lutheran Church were laid to rest in Green Hill Cemetery. Six of his old "comrades of the rail" acted as bearers and a delegation from the G. A. R. acted as an escort to the funeral cortege.

Mrs. Maria Harman, mother of conductor Louis Harman and machinist Arthur Harman, died at her home in this city Sunday morning, November 7, at the age of sixty-seven years, after a lingering illness extending over a period of four years. The husband, M. H. Harman, and six sons survive. Mr. Harman was at one time an employe and each of the six sons have been at different times employed about the Company's shops and yards. Only two of the boys, Lewis and Arthur, are now with the Baltimore and Ohio,—Lewis, conductor at Cumbo and Arthur, machinist at Martinsburg. The father, who ran a yard engine, left the service some years ago. The sympathy of the community is extended to the bereaved family in this time of death's visitation.

William Lee Stephens was born near Winchester, Va., on August 19, 1875. When about two years old his parents moved to Berkeley County, W. Va., and when about five years of age, to Martinsburg, where he grew to manhood. He entered the public school at the age of six years and passed through the entire course, graduating from the Martinsburg High School on June 9, 1893. After leaving school, he served as a clerk in the local post office for several years, then entered the employ of the U. S. Express Co., and later the Adams Express Co., being with the latter almost four years.

On May 20, 1903, he entered the employ of the Company as a laborer, under the late A. M. King. He then realized that to attain a better position or to earn advancement meant additional education along lines pertaining to the work in which he was employed, so in 1903, he enrolled as a student in the machine shop practice course, as taught by the International Correspondence Schools of Scranton, completing the course and receiving his diploma in about a year. The information thus gained and a year's service in the shop earned a promotion to machine hand. After serving about two years as machine hand he was transferred to the bridge shop. Here again came the need of a more intimate knowledge of the theoretical side of the work, which caused his enrollment for a course in bridge engineering with the International Schools. During 1913, when the bridge work was very heavy, he was promoted to assistant foreman of the bridge and machine shop, which position he still holds. He served as a Safety committeeman on the Cumberland Division for eighteen months and during that time never missed a committee meeting.



WILLIAM LEE STEPHENS

As correspondent of the MAGAZINE, Mr. Stephens enjoys the unique record of not having failed to contribute to a single issue. He has a natural gift for writing and his items are always handled in a most interesting manner. Our Martinsburg men may well be proud of the splendid showing he has made for them. Mr. Stephens is a man of the highest character—broadminded, industrious, charitable and intensely loyal in any cause in which he is interested. In deep sincerity, the editor is proud to number him among his friends and to say of him most truly—"Here is a man."

Monongah Division

Correspondent, C. L. FORD, *Chief Clerk*

Divisional Safety Committee

J. M. SCOTT.....Superintendent, Chairman
E. D. GRIFFIN.....Trainmaster
E. T. BROWN.....Division Engineer
T. F. PERKINSON.....Master Mechanic
T. K. FAHERTY.....Road Foreman
J. O. MARTIN.....Division Claim Agent
DR. C. A. SINSEL.....Medical Examiner
E. J. HOOVER.....Agent
S. H. WELLS.....Agent
J. D. ANTHONY.....Agent
P. B. PHINNEY.....Agent
G. H. TURNER.....Agent
R. F. HANEY.....Conductor
G. M. HUSSION.....Machinist
J. O. BARRACK.....Car Builder
M. E. BROWN.....Yard Conductor
H. J. MEEK.....Engineer
C. E. HARDMAN.....Fireman
W. C. BARNES.....Secretary

Wheeling Division

Correspondent, J. W. VILLERS

Divisional Safety Committee

H. B. GREEN.....Superintendent, Chairman
J. W. ROOT.....Trainmaster, Vice-Chairman
G. F. EBERLY.....Division Engineer
J. BLEASDALE.....Master Mechanic
W. F. ROSS.....Road Foreman of Engines
F. R. DAVIS.....Terminal Trainmaster
C. M. CRISWELL.....Agent at Wheeling
DR. J. E. HURLEY.....Medical Examiner
M. C. SMITH.....Claim Agent
C. STEPHENS.....Freight Engineer
A. VOIGHT.....Freight Fireman
W. E. HICKS.....Freight Conductor
W. C. DICKERSON.....Machinist
M. BARLOW.....Yard Brakeman
F. BALTZ.....Carpenter
J. J. DONOVAN.....Machinist
B. L. HELFER.....Secretary

W. O. Friese, clerk in office of superintendent and MAGAZINE correspondent, has resigned.

W. E. Garvey, former yard clerk at Benwood yard, has taken a six months' leave of absence.

Dispatcher J. E. Rickey has returned to duty after spending a six weeks' vacation in Canada at his wife's home.

Mrs. W. M. Queen, wife of dispatcher Queen, was suddenly taken ill and an operation had to be performed at Glendale Hospital, where she is now getting along nicely.

Night chief dispatcher W. C. Deegan has resumed duty after being in the Ohio Valley General Hospital at Wheeling suffering with a broken leg. The injury was sustained while he was acting assistant trainmaster at Brooklyn Junction. Everyone is glad to see him back at his post.

R. A. Murphy, our congenial chief dispatcher, has been thinking very seriously of getting a better half. The date has not yet been set, but all indications point to an early wedding. The bride is said to be a young society lady of Benwood, and it is rumored that they will spend their honeymoon at Roseby Rock.

The accompanying picture shows the home of V. H. Reynolds, the most popular day yardmaster in Benwood yard. Mr. Reynolds is very proud of his home and his family and they are worth it. Don't you think so, boys?



HOME OF YARDMASTER V. H. REYNOLD



THE LATE A. G. YOUST

A. G. Youst was born May 29, 1864, one of five children dependent upon a widowed mother, a weaver. He had but four months of winter school a year and a greater portion of that was used by him in gathering wood and picking coal. Consequently his schooling was very limited.

He entered the employ of the Baltimore and Ohio on January 6, 1881, as assistant to agent, with the privilege of learning telegraphy. He was a handy fellow around the station and two days after the agent recommended him he was put to work as night operator at Glover Gap, September 6, 1883, where he worked two weeks. He then went to Fairmont, worked there ten days and was appointed agent and operator at Colfax, which position he held for four years and one month, being transferred to Glover Gap as agent and operator on November 1, 1887. This dual position he held until May, 1906, when agency and telegraphy were separated, he retaining his position as operator in the tower.

Partly on account of the heavy burden of work which he has sustained during his railroad career, Mr. Youst has of late been in poor health. He went west over a year ago to recuperate and during his absence kept in close touch with the editor of the MAGAZINE in Baltimore. This association in the MAGAZINE work, and our correspondence, as well as what we learned of his loyalty to the Baltimore and Ohio, have created a friendship between us which would do credit to old chums. Thus between kindred spirits who have never even met, there can spring up an intimacy which, from our standpoint at least, may be said to be very delightful.

When the editor of the MAGAZINE was writing the foregoing paragraph about Mr. Youst, he stopped long enough to drop the latter a line to inquire about his health. Great was his surprise and regret, therefore, to learn from agent Heney that on the night the letter was received at Glover Gap, Mr. Youst passed away after a short and severe attack of pneumonia. Although we did not know Mr. Youst personally, except through correspondence, from the conscientiousness, loyalty and interest which he showed as correspondent of the MAGAZINE, we feel safe in saying that his relatives and friends, his fellow employes and the railroad have lost a rare man in his passing.

J. R. Flynn, stenographer to trainmaster J. W. Root, has returned to duty after a ripsnorting vacation spent in the western ranges where prohibition knows not the meaning of "favor."

John Chaddock, desk clerk in the chief dispatcher's office at Wheeling, has been transferred to Foster tower as second trick operator.

Charles Myers, yard clerk in Benwood yard, and better known as "Slim," is having troubles of his own. Slim is the No-bill and bogus H. R. detective. Yard clerks sending or making bogus H. R. should not send them to Benwood, for Slim will surely get you.

C. W. Linn, operator "FY" side wire office, spent his vacation at Washington, D. C., and other eastern points. His position was filled by J. A. Gallagher.

W. E. Garvey, record clerk in the terminal trainmaster's office at Benwood, took in the W. & J.-Pitt football game at Pittsburgh on November 6.

J. E. Wise was recently off duty for a few days on account of illness. He has been promoted to night yardmaster at Bridgeport, Ohio.

P. F. Dowd, night yardmaster, Benwood Yard, has returned to duty after a few weeks' illness.

Dispatcher R. A. Shields has returned to duty at Wells Pit after spending his honeymoon in sunny California.

James Cunningham, stenographer to terminal trainmaster at Benwood, W. Va., attended the W. & J.-Pitt football game at Pittsburgh on November 6. He seemed to be pleased with the result and his financial status is about the same.

J. C. Hopkins has accepted the newly created position of fuel clerk and is at present stationed in the superintendent's office at Wheeling.

Ohio River Division

Correspondent, H. C. NESBITT

Divisional Safety Committee

O. H. HOBBS.....Superintendent, Chairman
C. E. BRYAN.....Division Engineer
O. J. KELLY.....Master Mechanic
F. O. PECK..Acting Trainmaster and Road Foreman of Engines
DR. A. J. BOSSYNS.....Medical Examiner
J. A. FLEMING.....Agent, Parkersburg
R. E. BARNHART.....Agent, Yardmaster, Huntington
W. E. KENNEDY.....Division Claim Agent
E. CHAPMAN.....Captain of Police
A. C. SCHWARTS.....Engineer
L. R. NAYLOR.....Fireman
C. B. RIGGS.....Conductor
B. F. CHINN.....Yard Conductor
J. F. SIMMONS.....Locomotive Department
H. G. WOODYARD.....Car Department

J. H. Oatey, one of the correspondents from this division, was born at Youngstown, Ohio, where most of his life was spent. He is a graduate of Rayen School of that city. For five years during his attendance at the public schools he was newsboy, carrying the *Vindicator* and *Telegram* through his neighborhood.

After completing his school work he taught school for three years, later taking up Y. M. C. A. work in his home city. For the past fourteen years his life has been devoted to this work in three places,—Youngstown, Ohio, Marion, Ohio, and Parkersburg, W. Va., in which latter city he is now located as general secretary.

Wherever Mr. Oatey has been, he has always kept in close touch with the railroad men, and while Parkersburg is not distinctly a Railroad Men's Association, he is intimately associated with the railroad men who compose a very considerable portion of the city's population. Through his interest the association is made quite a center and clearing house for our employes, and is a place where the "Safety Meetings," as well as many other railroad meetings, are held.

J. W. (Briney) Burk, our faithful and efficient station baggagemaster at the Ohio River station, was united in the holy bonds of matrimony to Mrs. Agnes Rayburn, of Parkersburg, on Monday, November 15, at ten a. m. Mr. Burk is one of Parkersburg's most popular and well-known citizens. Mrs. Rayburn is the widow of the late C. F. Rayburn, formerly with the Baltimore and Ohio, and is a very attractive and accomplished young lady. The happy couple departed on train No. 3 for an extended honeymoon through the west. On their return they will take up their residence at Parkersburg, W. Va.

"Two Out and the Bases Full"

is only one of the many thrilling situations to be found in

Hatfield's Parlor Base Ball

the craze of fandom everywhere—60 cards, eight plays on a card, 480 plays to the deck, over a million combinations—strikes, balls, double plays, hit and run, hook slide, etc. You don't have to be a fan to enjoy this game—Play it solitaire or with any even number attractively boxed it makes an ideal Christmas gift. Many a long night made short by playing Hatfield's Parlor Base Ball—The game Joe Tinker finds interesting and instructive—Invented by a railroad man, and dedicated to railroad men—Nothing like it in all the world.

50c—Sent postpaid anywhere for—50c

Agents Wanted **Big Profits**

We are engaging agents everywhere to sell this game—They are making big money.—KING KINNEY, a former railroad man, averages $12 a day in Chicago—You can do the same. Write for our agency proposition—Send 50c for a game anyway.

Every traveling man should have one of Hatfield's games—Just fits in your grip.

THE HATFIELD CO., Dept. BO (Not Inc.)

6401 Normal Boulevard **Chicago, Illinois**

H. E. Pursell, relief agent, has returned from his vacation, which he spent at his old home in Virginia and in looking over the "white lights" and the tall buildings in New York and other eastern cities. He is much invigorated.

D. L. Selke has accepted a position as car checker in superintendent Hobbs' office at Parkersburg, to assist in the prompt movement of equipment. Mr. Selke was formerly roadman for the loss and damage bureau and his many friends wish him success in his new duties.

V. T. Renner, who for the past several years has been employed as rate clerk in the division freight agent's office at Parkersburg, has been promoted to city contracting and soliciting freight agent at Philadelphia, Pa., under J. W. Purner. Mr. Renner has been a faithful employe and his many friends are glad to hear of his appointment to such a responsible position.

B. B. Reger, of the division freight agent's office, is making frequent visits to Clarksburg, and some of the boys are under the impression that he will come back "doubled up" some of these days—that is, if he is not too bashful to make the bid.

Walter S. Oliver, who has held various positions in Parkersburg with the Company for the past several years, has been promoted to roadman in the police department under general superintendent of police Leigh, and his headquarters will be Baltimore, Md. Mr. Oliver has been an efficient and faithful employe and fully deserves this promotion. His many friends are congratulating him and wishing him success in his new field of labor. J. D. Burke, former storekeeper, has accepted the position vacated by Mr. Oliver under captain of police E. Chapman.

G. C. Flint, the well-known secretary to division freight agent Marsh, states that he intends to put runners on his Ford (automobile) this winter in order to take care of his many social affairs. He recently won a tin cup as a prize with his Ford.

P. McCabe, yardmaster, has returned to duty after his annual vacation, largely spent in hunting rabbits. It is a safe bet that Pete missed more than he hit, for we understand on good authority that he brought home exactly two.

F. A. Carpenter, general yardmaster, has returned from his annual vacation, spent in the vicinity of Medina, Ohio.

The many friends of E. J. Langhurst, road foreman of engines, and G. M. Bryan, supervisor, will be glad to hear that they are now in their respective homes and getting along very nicely. We hope soon to see their familiar faces along the division in the performance of their duties.

The "three twins," Jerry Robinson, Jimmy Hutchinson and "Railroad" Eskey, are all after the same girl, and we fear the worst.

Cleveland Division

Correspondents

W. T. Lechlider and L. I. Hartmeyer

Divisional Safety Committee

Permanent Committee

W. T. Lechlider	Chairman
L. I. Hartmeyer	Secretary
J. E. Fahy	Trainmaster
J. E. Lloyd	Division Engineer
J. A. Anderson	Master Mechanic
P. C. Loux	Road Foreman of Engines
A. J. Bell	Terminal Agent
Dr. R. D. Sykes	Medical Examiner
G. J. Maisch	Division Claim Agent

Rotating Members (to serve three months)

C. C. Davis	Agent, Midvale, O.
T. Koester	Machine Foreman, Cleveland, O.
J. Drennan	Supervisor, Elyria, O.
A. Robinette	Freight House Foreman, Uhrichsville, O.
F. E. Bachtel	Piece Work Checker, Lorain, O.
C. H. Ferguson	Agent, Elyria, O.
B. A. Blackwell	Fireman, Lorain, O.
J. S. Chambers	Engineer, Cleveland, O.
T. J. Ward	Conductor, Akron, O.
E. C. Ferguson	Brakeman, Lorain, O.
S. M. Stewart	Conductor, Lorain, O.

W. E. Shelton, operator "CS" office, came down smiling October 22, and passed around the box of cigars. 'Twas an eight pound boy. Both mother and baby are doing well. Congratulations, Bill!

W. T. Lechlider, superintendent and Magazine correspondent was born July 10, 1867, at Triadelphia, W. Va., and was educated in the public schools. He entered railway service April 4, 1883, with the Baltimore and Ohio Railroad, since which he has been consecutively, May, 1885, to July 9, 1885, extra telegraph operator; July 9, 1885, to August 14, 1885, copy operator train dispatcher's office; August 14, 1885, to August 19, 1886, stenographer and clerk to chief dispatcher; August 19, 1886, to December 6, 1886, assistant train dispatcher; December 6, 1886, to December 22, 1897, train dispatcher, Baltimore Division; December 22, 1897, to October 1, 1900, chief clerk to superintendent of transportation; October 1, 1900, to November 20, 1903, chief clerk to general superintendent at Pittsburgh, Pa.; November 20, 1903, to April 20, 1905, assistant to general superintendent of transportation at Baltimore, April 20, 1905, to January 1, 1908, on staff of general manager; January, 1, 1908 to August 15, 1909, on staff of third vice-president; August 15, 1909, to July 1, 1910, special agent transportation department; July 1, 1910, to January 25, 1911, chief clerk to assistant general manager; January 25, 1911, to October 10, 1911, inspector of transportation of all lines; October 10, 1911, to November, 1912, assistant superintendent at Cleveland, O.; November, 1912, to date, superintendent; entire service with the Baltimore and Ohio Railroad.

Mr. Lechlider has given the Magazine splendid support since its inception, as all Cleveland division employes well know, He is particularly insistent that all his men receive due credit for meritorious service in our "Special Merit" department.



W. T. LECHLIDER

The bulletin recently got out by the superintendent urging employes to make every effort to increase our car supply by prompt movement, etc., has created quite a deal of comment on the Cleveland Division. The Cleveland *Leader* of October 30 had an interesting article on it and several of the industries which would be adversely affected by a low car supply have taken prompt steps to cooperate with the railroad in this respect. The manager of the National Fireproof Company, Mr. Edwin Babb, has accomplished good results in this connection, and J. J. Marlow, our agent at Aultman, and B. C. Meek at Berea, are to be congratulated on the assistance which they have given in this campaign.

In his circular letter of November 18 the superintendent not only urged our employes to further the Safety movement in every way they could, and had posted on the bulletin boards and over the division the items which had been corrected during the month of October, but he also placed before the Safety committeemen and had posted on the bulletin boards a list of all items which had been reported up to that time as needing correction and which had not been attended to. We all know how lapse of time makes us forget important things and this helpful reminder should bring about action, warranted to make safer operating conditions on the System. It will, if every employe takes the personal interest which the Safety movement and the benefits accruing therefrom would justify him in taking.

J. A. Subject, general foreman at Lorain, recently got up the following acrostic on Baltimore and Ohio:

Be with us
And we will prosper.
Leave nothing undone for Safety.
There is nothing gained
In being idle.
Men of good habits are successful
On all Railroads.
Remember to
Encourage others.

All knocks are boosts.
Nothing is gained by knocking.
Demonstrate to the public what we are doing.

On our Railroad,
Have a good word for all you meet
In your respective community.
Others will follow your good example.

When the little slips containing the paragraphs concerning the necessity for conserving the car supply were placed in the envelopes sent out from the Baltimore and Ohio Building in Baltimore to the divisions, superintendent Lechlider of the Cleveland Division conceived the idea of having these paragraphs printed on his letter-heads. This was done in the multigraph department in Baltimore and we understand that the idea, which was a good one, has been adopted by other offices on the System.

The meeting of the station agents on this division was held at Massillon, on November 11, with the following present: W. T. Lechlider, superintendent; Mr. Franklin, traveling freight agent; J. W. McCombes, agent, Uhrichsville, O.; E. E. Brewer, agent, Massillon, O.; H. A. Fisher, agent, New Philadelphia, O.; C. H. Ferguson, agent, Elyria, O.; D. A. Gates, agent, Medina, O.; R. H. Troescher, agent, Akron, O.; I. L. McDaniels, assistant agent, Lorain, O.; C. C. Davis, agent, Midvale, O.; W. A. Phillips, agent, Canal Dover, O.; A. J. Bell, agent, Cleveland, O.

Chairman W. F. Henry of Canton being absent, agent Bell was requested to act as chairman. The meeting was opened by superintendent Lechlider, who spoke on the benefit to be derived by everyone being familiar as much as possible with the tariffs.

Messrs. Franklin, Troescher, Brewer, Ferguson, Fisher, McDaniels and Phillips each brought up some item of vital interest to the welfare of the Company on the division—all of which were debated in a constructive manner. Many valuable suggestions were made and it was the feeling of all present that the meeting was very beneficial. There were more agents present than at any previous similar meeting.

W. F. Henry, agent, Canton, O., was appointed chairman of the next meeting and the place and date of such meeting will be announced later by him.

Effective October 29, Irwin Hartmeyer was promoted from trainmaster's office to the position of secretary to superintendent Lechlider.

The stork has visited the home of terminal trainmaster C. H. Lee and presented him and his wife with a nine pound baby girl. Both mother and baby are doing well.



WILBUR RAHE

The above picture is the son of baggagemaster H. L. Rahe, taken at Lake Side, Michigan. Mr. Rahe has been in the continuous service of the Company for the past ten years, and is now running on trains Nos. 4 and 13.

"I wish to thank the employes and E. V. Smith for their kindness and floral offering at the time of the sickness and death of my father, M. F. Bailey.

J. M. Bailey,
Water Station Repairman."

Effective October 15, 1915, C. H. Rothgery was appointed acting storekeeper at Lorain, Ohio, vice J. J. Cobb, resigned.

W. D. Francis was appointed assistant storekeeper at Cleveland, Ohio, vice C. H. Rothgery, promoted.

We are very glad to have with us once again on our division, traveling car agent H. F. Loechel. Harry, you are always welcome on the Cleveland Division.

Effective November 1, 1915, E. D. Franklin was appointed traveling freight agent, with headquarters at Cleveland, vice C. D. Reifsnider, deceased.

Terminal trainmaster T. L. Terrant and wife report a very enjoyable trip to Jacksonville, Florida, and Key West.

Master mechanic J. A. Anderson and wife have returned from a trip to the Pacific Coast and Frisco Exposition.

On November 8, Edward W. Behrendt, stenographer in general foreman's office, Cleveland shop, was promoted to the same position in division engineer's office.

Yardmaster H. H. (Happy Harry) Beard and Mrs. Florence Steinhof, were married on October 31, and left on the first of November for a trip to Washington, Baltimore, Norfolk and Old Point Comfort. We wish them many years of happiness. No wonder Harry has been so quiet during the past few weeks.

Operator N. M. Baul (High Ball) is now the only single man left among the old guard. "Newt" is willing but has not the nerve to "pop" the question.

R. F. Hillyer, caller, has resigned to accept a position with the National Tube Co. His position has been filled by C. V. Jones.

R. C. Bartholomew, formerly of the terminal agent's office, has transferred to the road as brakeman.

Dockmaster F. M. Harman has been reelected as city councilman, Lorain. Keep up the good work, Fred, we are with you.

Speaking of politics, what's the matter with William Taylor running for mayor? Bill knows how to make the wheels go around on the coal and ore machines, why not on other things?

Yardmaster "Shorty" Brucker just cannot help hunting. In four days he killed fifty-six rabbits and felt proud of his record. When he returned to work he heard a number of the men in yard telling of killing sixty and seventy rabbits in two days, so George raised his killing to one hundred and fifty-six after being on the job an hour.

B. of G. T. Lodge No. 467 of Lorain gave an entertainment and supper on November 8 to which the officers of the Cleveland Division were invited. Many of them attended and enjoyed the hospitality of the trainmen. Several short talks were made and demonstrated that a most friendly feeling existed between the men and the Company.

The employes' meetings are causing many discussions about efficiency and economy in operation, etc. All the men on the division are benefited by them and interest in the meetings is increasing every month.

Yard brakeman W. F. Hook, who is ever watching for unsafe conditions and continually finding things which many people overlook, cannot find a photographer. We are unable to get a picture of him for the MAGAZINE. He has brought us several but they are of someone else. Hook insists that this makes no difference as no one outside of Lorain knows him.

General car foreman W. K. Gonnerman is a very happy man. He has just received a new magnet crane which was promised him some time ago by the third vice-president and general manager for the efficient manner in which he handled the shop work. We can see that the yard department will have to go some to keep William busy on cars. His "pep" has almost doubled.

Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

Divisional Safety Committee

REGULAR MEMBERS

J. H. JACKSON.....Superintendent, Chairman, Newark, O.
C. C. GRIMM.....Trainmaster, Vice-Chairman, Newark, O.
C. H. TITUS.....Assistant Trainmaster, Newark, O.
J. TORDELLA.....Division Engineer, Newark, O.
J. S. LITTLE.....Road Foreman of Engines, Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
DR. A. A. CHURCH.....Medical Examiner, Newark, O.
D. L. HOST.Trainmaster and Chief Train Disp't,Columbus,O.
A. C. RICHARDS.....Freight Agent, Zanesville, O.
C. G. MILLER.....Shopman, Newark, O.



THE LATE CARY L. HOLMES

Railroad Stocks on Monthly Payments

Save, invest in good stocks or bonds, and realize by means of a *regular, definite system.* Buy one share or more, pay small initial deposit and balance monthly. You receive dividends while paying and may sell at any time the market rises.

Write for Booklet G

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Members { N. Y. Stock Exchange
N. Y. Cotton Exchange
N. Y. Coffee Exchange

HOTEL RITTENHOUSE

Chestnut, between 21st and 22nd Streets

PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

The Rittenhouse in Philadelphia
On the Edge of Everywhere

CHARLES DUFFY, Manager



GEORGE ROBINSON, SWITCH TENDER, NEWARK, OHIO

In this picture he is seen lining up the switches for No. 103 to enter C. & N. Division for Columbus and Cincinnati. Mr. Robinson has performed this duty for many years in a most efficient manner

ROTATING MEMBERS

T. F. MULQUINN.....Conductor, Newark, O.
A. BRANT.....Engineer, Newark, O.
S. B. SMITH.....Switch Tender, Newark, O.
R. MCLELLEN.....Fireman, Newark, O.
J. E. HORN.....Chief Car Inspector, Newark, O.
J. P. FLOYD.....Machinist, Newark, O.

Cary L. Holmes, who died of apoplexy at 8.30 a. m. on October 9, while at work north of Mansfield, was born at St. Louisville, Ohio, November 13, 1878.

He was educated in the schools of that village and in April, 1902, entered the employ of the Baltimore and Ohio as carpenter helper, was rapidly promoted to carpenter and then to carpenter foreman, reaching the latter position in 1905.

All his mature, producing years were spent in the service of the Company, of which he was a loyal and valuable employe.

On that part of the road from the Ohio River to the lake he was well known and very popular with his fellows and to those about him during these years he endeared himself by his happy, sunny disposition. He had a smile for everyone and naturally they had the same for him. While his life was short, he will live long in the memory of those who knew him.

Such men are really rare, and there is a lesson for all in his life. We all hope that this can be said for us when we are gone. He leaves to mourn his loss, his wife, Mrs. Edith Teeter Holmes, one daughter, Miss Nelda Holmes, aged twelve years, a sister and an army of friends.

Night chief caller Lester W. Kemp was married recently.

C. R. McNealy, yard clerk, has been transferred to the general offices at Baltimore, Md.

W. T. Greely, formerly yard clerk, was recently made M. C. B. clerk in the M. P. department. It is now whispered about that Walter is thinking seriously of securing a helpmate. As yet he has not announced the date, but the boys around the yard are certain that it will be in the near future.

Reo Wright, caller, is now enjoying the delights of matrimony. The lucky young lady was Miss Laura Danford, and all offer best wishes to the couple for a long and happy married life. The boys thought Reo quite young, but he says that he was twenty-one years of age on date of marriage and that he had a perfect right to take the plunge.

Columbus Freight House

R. A. Francis, yard clerk, was recently appointed weighmaster at this point.

William Streck, assistant road foreman of engines, Chicago Division, has been promoted to road foreman of engines this division, vice J. S. Little, assigned to other duties.

The Carnegie Steel Co. began rolling steel November 8 at this point, employing about 700 men.

The Ralston Steel Car Co. are now running to their full capacity, employing 1200 men.

Superintendent J. H. Jackson and general superintendent Averell paid us a visit recently.

C. L. Johnson, agent, is taking a much needed vacation at his home on Miller Avenue.

G. F. Wright, dispatcher, has been promoted to chief train dispatcher, vice H. S. Fordyce, resigned.

George R. Kimball, division operator, has been granted leave of absence and will spend the winter months in California.

John Tordella, division engineer, spent his vacation at his old home in Meadville, Pa.

Arthur Kuehner, assistant to road foreman, has been transferred to the Ohio Division in a similar capacity.

Conductor John H. Doyle and daughter attended the Exposition in San Francisco and on his way home took dinner with ex-superintendent T. J. English at his present home, Ontario, California. He also spent several days with Taylor Spence, pensioned conductor, now residing at Redlands, California.

An interesting and instructive lecture on the safe handling of explosives and other dangerous articles was recently given to a large number of employes by Col. James J. Taylor of the New York office at Newark and was of considerable profit to all who were fortunate enough to attend. Another similar lecture was given by Col. Taylor at Sandusky to a large number of employes of the various lines at that point.

Business is steadily increasing at all points on the division, and special efforts are being made by the employes to keep cars moving in order to supply the demand for empty equipment. Nearly all of the various industries have increased their forces, and we are looking for a prosperous winter season.

The Newark Merchants' Association recently gave a banquet, in connection with which the Central Union Telephone Co. (Bell System) afforded Newark people the opportunity of conversing with their friends in San Francisco over a long distance wire. Three hundred and fifty receivers were placed at the different tables and each diner was able to listen to the conversations between the different offices of the Telephone Company at New York, Pittsburgh, Chicago, Omaha, Denver, Salt Lake City and San Francisco over the new transcontinental service, a wire stretching 2400 miles across the continent, forming the last link between the Atlantic and the Pacific and serving to unite in one great system 9,000,000 telephones connected by 21,000,000 miles of wire. Among the speakers of the evening was general superintendent W. H. Averell, who spoke on cooperation between shippers and the railroad companies, emphasizing the fact that the Baltimore and Ohio believes in it and at all times tries to practice it.

A photograph of the banquet published in local papers showed a number of our officers and employes in attendance. It is a good thing for the men and the railroad to have such fine representation.

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton.....Superintendent, Chairman
A. P. Williams.....Division Engineer
E. N. Cage.....Road Foreman of Engines



NEWARK DIVISION SIGNAL REPAIR GANG AT PLYMOUTH, O. FROM LEFT TO RIGHT: S. S. FATE, F. A. COLEMAN, J. G. FORD, D. C. McGINNIS, C. R. FISHBAUGH



SMITHFIELD SWITCHING ENGINE No. 2780

Dr. H. M. Koehler	Medical Examiner
J. A. Fleming	Freight Agent
H. E. Himes	Agent
E. E. McDonald	Agent
H. D. Whip	Relief Agent
G. M. Woodward	Locomotive Engineer
J. Ridgeway	Locomotive Fireman
M. H. Mickey	Freight Conductor
R. R. Whipkey	Yard Brakeman
Geo. Beatty	Pipe Fitter
J. P. Butler	Air Inspector
Jesse Burnsworth	Section Foreman
R. W. Whipkey	Secretary

The above picture is of Engine No. 2780, in switching service in the Smithfield district and several Smithfield employes, viz: track laborers Philip I. Amarino, Dominick D'Angelo, Pasquale D'Angelo and Walter Baily. Front row: Track foreman E. G. Calvert, track laborer Walter Moser.

A son was born to agent and Mrs. H. E. Shade of Somerfield, Pa. on November 6. Mother and son are doing well.

H. J. Black has resumed duty as agent at Friendensville, Md., after an absence of four months spent in the automobile business.

P. A. Jones was born in Scottdale, Pa., July 5, 1890, where he resided with his parents until coming to Connellsville in 1895. His education was obtained in the public schools of Connellsville, where he completed the common school course. Since leaving school he has been continuously in the employ of the Baltimore and Ohio Railroad Company, having entered the service in the capacity of caller, September 23, 1905, and remaining in this position for about three months, when he was transferred to the position of yard clerk in Connellsville yard. He was promoted on August 24, 1908, to the position of file clerk in the office of superintendent, and he now fills the position of general office clerk.

The editor happens to know that Mr. Jones is one of the busiest men on the division and if his fellows have not been seeing as many notes here in our last few issues as formerly they can blame it on "much business" and not an indifferent correspondent. For P. A. J., about three months ago, was scheming with superintendent Eaton to "put over" a Connellsville number, when the heavy coal movement cut short the plans. Such an issue we hope to publish some day, however, and the division correspondent will be glad to get suggestions and contributions for it.

The work of a magazine correspondent should not include having to go after the division employes to get them to contribute items and pictures. Rather these should be sent to him in abundance, so that he can choose the best for publication. Send in a line or two—or a picture to Mr. Jones each month. He will take good care of all he gets for the MAGAZINE.



P. A. JONES

Will you give one family a MERRY XMAS DINNER?



We are but your agents—you are the host.

300,000 poor people cheered last Xmas in the U. S. by **The Salvation Army.**

Help us in this way to get close to these people. Give them at least one happy day in the year.

$2.00 Feeds a Family of Five

Send Donations to Commander Miss Booth
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Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk, Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch.....Superintendent
T. W. Barrett.....Trainmaster
W. L. Kennedy.....Secretary
C. C. Cook.....Division Engineer
W. A. Deems.....Master Mechanic
M. C. Thompson.....Road Foreman of Engines
Dr. J. P. Lawlor.....Medical Examiner
W. F. Deneke.....Agent, Pittsburgh
F. Bryne.....Claim Agent
L. Finegan.....Superintendent of Shops
A. J. Weise.....General Car Foreman
Mr. Tatem.....Car Foreman, Substitute
G. W. C. Day.....Division Operator
T. G. Kinkaid.....Engineer
Jas. McElwee.....Conductor
B. F. Glunt.....Fireman
C. B. Rock.....Yard Conductor
C. J. White.....Foreman
Dr. E. M. Parlett.....Honorary Member



C. W. BLOTZER

C. W. Blotzer was born on October 17, 1886, in Blairsville, Indiana Co., Pa., being the fourth son of a family consisting of seven boys and three girls, all of whom are living except one boy, who died at the age of fifteen. Mr. Blotzer got his education at the parochial school at Blairsville and for fourteen months worked in the morning and evening before and after school at the shoe store of D. M. Kier. In October, 1898, his family moved to Glenwood, and after starting to school at St. Stephen's he gave up his studies and took a position as cash boy at Joseph Horn's store in Pittsburgh. After about three months at this point he became a messenger at the forty-eight inch mill of the Carnegie Steel Works at Homestead, to which place his parents moved in 1902. On September 1, 1903, he started his career with the Baltimore and Ohio as office boy to car accountant B. J. Hamm and with the exception of two months' furlough, account of sickness, which was spent in Omaha, Neb., he has been in the same office ever since.

On November 19, 1912, he was married to Miss Helen Hannon of Munhall, Pa., and their home has been blessed with a baby boy.

He resides at 402 Eighth Avenue, West Homestead, and has given the editor a cordial invitation to drop in there to see him and his family. This opportunity, by the way, we hope to take advantage of early in 1916.

New Castle Division

Correspondent, F. E. Gorby, *Chief Clerk* New Castle

Divisional Safety Committee

J. W. Kelly, Jr.....Superintendent, New Castle, Pa.
C. P. Angell.....Trainmaster, New Castle, Pa.
H. L. Gordon.....Division Engineer, New Castle, Pa.
J. J. McGuire.....Master Mechanic, New Castle, Pa.
J. B. Daugherty, Road Foreman of Engine, New Castle, Pa.
James Aiken.....Agent, Youngstown, O.
Dr. E. M. Parlett.....Medical Examiner, New Castle, Pa.
C. G. Osborne.....Division Claim Agent, Youngstown, O.
F. H. Knox.....Agent, New Castle, Pa.
H. H. Smith.....Agent, Newton Falls, O.
W. A. Elwell.....Road Engineer, Youngstown, O.
C. A. Chaplin.....Road Foreman, New Castle, Pa.
T. G. Fahey.....Road Conductor, Youngstown, O.
P. A. Simpson.....Yard Conductor, Youngstown, O.
Alex. Thoirs.....Wood Car Shop Foreman, Painesville, O.
M. D. Wagner.....Pipe Shop Foreman, New Castle Jct., Pa.
C. T. Robison.....Car Foreman, New Castle Jct., Pa.
E. C. Fowler.....Supervisor of Track, Warren, O.
A. T. Humbert.....Master Carpenter, New Castle, Pa.
C. H. Waldron.....General Yardmaster, New Castle Jct., Pa.

This young man is "Little Jack" Huston, the precocious son of his father, J. O. Huston. Little Jack has made quite a name for himself among the residents of the North Hill, and for quickness of repartee and keen insight into things beyond his years, he has his dad shaded a mile.



"JACK" HUSTON



FRANK E. GORBY

Frank E. Gorby was born on May 12, 1871, at Zanesville, Ohio. He went to public school and entered our service in October, 1889; his service record, therefore, being over twenty-six years. From October, 1889, to January, 1895, he was stenographer at Newark, O.; he was then made chief clerk to trainmaster, and in July, 1896, became assistant timekeeper and timekeeper. In June, 1900, he went to Chicago Junction as chief clerk and timekeeper, Akron Division, and in January, 1902, moved to New Castle as timekeeper. From July, 1903, to date he has been chief clerk to superintendent.

Chicago Division

Correspondent, S. V. McKENNAN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. F. KEEGAN.....Chairman, Superintendent, Garrett, Ind.
T. E. JAMISON....Vice Chairman, Trainmaster, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
H. H. HARSH .....Division Engineer, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
DR. F. DORSEY.....Medical Examiner, Garrett, Ind.
DR. C. W. HEDRICK....Medical Examiner, Chicago Jct., O.
J. D. JACK.....Claim Agent, Garrett, Ind.
JOHN DRAPER.....Agent, Chicago, Ill.
W. A. CLIFFORD.....Agent, Garrett, Ind.
C. E. HART.....Engineer, Garrett, Ind.
G. E. EBERSOLE.....Fireman, Garrett, Ind.
S. C. SPRINGER.....Conductor, Garrett, Ind.
BEN FELLERS.....Yard Conductor, Chicago Jct., O.
J. H. GARRETT.....Machinist, Chicago Jct., O.
J. T. KERNAN.....Machinist, South Chicago, Ill.
W. J. WEST.....Machinist, Garrett, Ind.

It is interesting to note that the earnings of this division for September were exceptionally good, the total operating ratio to revenue being 54.82 per cent. and the total transportation ratio to revenue, 22.83 per cent. This is the best showing we have ever made.

L. A. Rodenhiser, from the district engineer's office at Pittsburgh, has succeeded P. A. Witherspoon as assistant supervisor at Walkerton, Ind. Mr. Witherspoon has been appointed bridge inspector for the Pittsburgh System, with headquarters at Pittsburgh.

E. S. Rupp, motive power department timekeeper, has returned from a vacation trip through the west, having visited Los Angeles, San Francisco, Grand Canyon and Bee Bowers.

Work on the Garrett passenger station is nearing completion, preparatory to establishing the unit system.

Carl Weaver, clerk, motive power department, is recovering from an operation at the Sacred Heart Hospital.

General car foreman Edward Mattingly spent his vacation at Cincinnati, St. Louis and points in the east.

Chicago Terminal

Correspondent, G. W. HESSLAU, *Claims Investigator*, Chicago

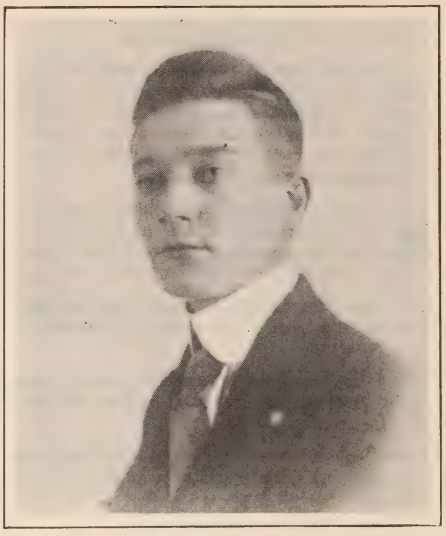
Divisional Safety Committee

J. L. NICHOLS.....Superintendent, Chairman
J. W. DACY.....Trainmaster
G. P. PALMER.....Division Engineer
F. W. LAMPHERE.....Assistant Engineer
ALEX. CRAW.....Division Claim Agent
C. T. HORGAN.....Captain of Police
C. L. HEGLEY.....Examiner and Recorder
H. McDONALD.....Supervisor, Chicago Division
WM. HOGAN.....Supervisor, Calumet Division
F. K. MOSES.....Master Mechanic
F. S. DEVENY.....Assistant Road Foreman of Engines
CHAS. ESPING.....Master Carpenter
DR. E. J. HUGHES.....Medical Examiner
C. O. SEIFERT.....Signal Supervisor
S. BLOYE.....Conductor
THOS. FOGG.....Engineer
P. H. BILLETER.....Fireman
W. H. EGAN.....Conductor
A. L. REEVES.....Engineer
GEO. HENDRIX.....Fireman
H. M. JOHNSON.....Engineer

The accompanying picture of Miss Mary Ryan at the "wheel" was taken while she was visiting at Janesville, Wisconsin. We are sorry that he is not there, but we could hardly expect him to be in the picture and take it at the same time.



MISS MARY RYAN



G. W. HESSLAU

G. W. Hesslau, who has made such a good record as correspondent, says he is of German descent, but neutral. He is twenty-one years old and was born in Chicago and educated in its public schools. After graduating from school he studied electricity, but when about ready to go to work, his mother, after giving "Safety First" due consideration, decided that he drop that line of work and go to business college. So he took up a thorough business course in the O'Donnell Business College of Chicago and graduated with honors. After leaving college he was employed by a Chicago mail order house as bookkeeper and stenographer, but soon resigned and accepted a position as stenographer with a company manufacturing heavy machinery. In the fall of 1911 he was "born" on the Chicago Terminal as private secretary to superintendent. After about ten months he was promoted to stenographer in the local freight office and two weeks later to chief clerk to road foreman of engines. In May, 1913, he became claims investigator, in which capacity he is still engaged.

He is an associate member of the Chicago and Cook County Public Safety Commission, and also active in the Company Safety First movement.

When the Editor had a friend say to him that he was about to make his first pilgrimage to the stockyard and lake city and asked if he knew anyone to whom he could recommend him, our friend Hesslau immediately came to mind. We thought that a chap who is always busy on Safety work and never misses an issue of the MAGAZINE, in addition to being on his regular job at all times, would be a pretty good pilot. And so it turned out! Now we are waiting for Hesslau to come to Baltimore, so that we can reciprocate. The latch-string is always out.

Thomas Walsh, telegraph operator at East Chicago, recently celebrated his third anniversary with the Company. During his three years of service at East Chicago, he has not missed a day. This is a good record.

Irving Hartlerode, receiving clerk at East Chicago and all around sportsman, had quite an experience not so very long ago. He went hunting for mud hens at Little Calumet Lake, between Blackoak and Hessville. After firing about sixty loads at the water foul he finally succeeded in killing two mud hens by dusk. He knew that he wouldn't dare go back to town with these, so he tramped through the marshes some more and lo! and behold in the thickest of the marshes and right near a farm house, were about a dozen "ducks" peacefully sitting in the water. Irvy shot gunload after gunload at them until the farmer came along and threatened to have him arrested for trying to destroy his decoys.

Special attention is called to the "First Aid to the Injured" booklets which were distributed to all English speaking employes. This booklet is full of valuable information and it behooves all who have one to study it carefully and become acquainted with the various ways of rendering first aid to the injured. This booklet should be with you constantly when on duty.

Herman David is again back at Barr Yard, in the capacity of a fireman. Mr. David is a professional dirt and board track motorcycle racer and during the past summer has been all over the country giving exhibitions. Recently Mr. David gave an exhibition of fancy and difficult riding before a moving picture camera at Blue Island. In the picture on page 116 where David is shown standing up on the saddle of the machine, it was going at about thirty miles per hour; this speed is required for an act of this kind.

The accompanying pictures of the construction of the new roundhouse at Robey Street are some more of the good snap shots made by Guy Lung. The turn-table shown in the picture is one hundred feet long and weighs sixty tons.



NEW 60-TON TURN-TABLE AT ROBEY STREET



NEW TURN-TABLE PIT AT ROBEY STREET

On November 1, division claim agent Alex. Craw received the following letter from Mr. Peter M. Hoffman, coroner of Cook County:

"During the trying hours of the Eastland disaster there were many of our esteemed citizens who rendered valuable service in rescuing the lives of the Eastland passengers and assisted in taking care of the dead and aiding in the identification thereof. From the beginning of time man never engaged in a more noble purpose than that of prolonging, protecting and saving the lives of his fellows.



NEW ROUNDHOUSE TRACKS AT ROBEY STREET

"I have no way of compensating the hundreds of good citizens who rendered valuable service except to thank them from the bottom of my heart. However, I take the liberty of presenting to you this little star, bearing a cut of the passenger steamship Eastland and an inscription reading, "Valued Service Rendered." I trust that you will accept this little token, not for its intrinsic value, but in memory of this terrible disaster, which teaches us the lesson of 'Safety First' and of extending to our fellowman kindness, courtesy and consideration."

The Safety Commission of Chicago and Cook County, of which Coroner Hoffman is one of the leading spirits, is a mighty live organization, and it is a pleasure to know that some of our Chicago Baltimore and Ohio men are actively associated with it. The commission has published some very illuminating data on Safety subjects and the progress of the municipality must be much greater for the dissemination of this important information among its citizens.

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IF HE DOES, INTEREST HIM.

IF HE DOES NOT, EDUCATE HIM.

Guy Lung, of the road foreman of engines office, and wife, made an extended trip through the east, including Harper's Ferry. The accompanying photograph shows Guy perched on Chimney Rock at that historic spot.



GUY LUNG ON CHIMNEY ROCK AT HARPER'S FERRY

South Chicago

Correspondent, OSCAR WACKER, *Car Distributer*

Oscar Wacker, born in Baltimore on June 20, 1868, obtained his elementary education in the public and private schools of that city, and, after completing the full course, was graduated from Baltimore City College.

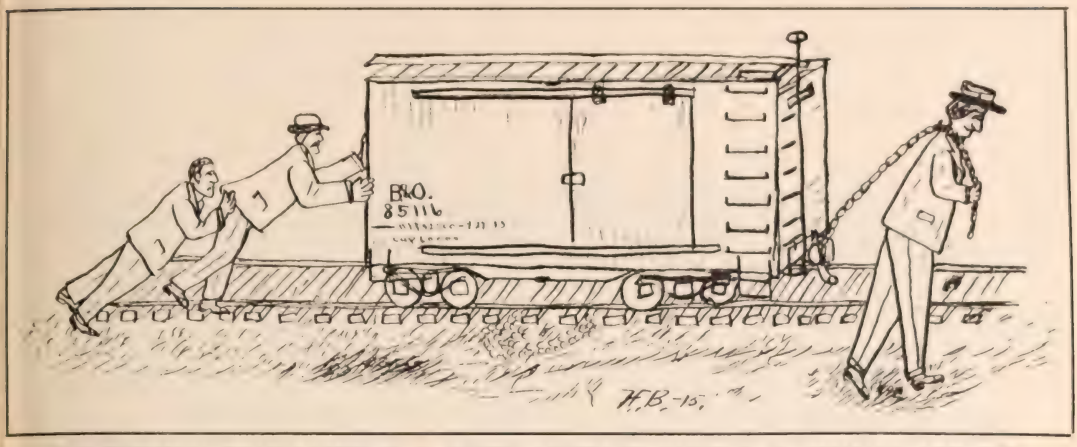
In September, 1889, as customs house clerk in the general offices, Baltimore, Mr. Wacker entered upon his term of over twenty-five years of continuous service with the Baltimore and Ohio Railroad. In May, 1891, he was made acting special agent, a position which he filled until early in 1892, when he was appointed chief clerk to the foreign freight agent.



OSCAR WACKER

In September, 1895, Mr. Wacker was transferred to the import freight agent's office, New York, as import freight agent's solicitor. He remained in New York almost five years, returning to Baltimore in the spring of 1900 to take charge of the bonded warehouse at Locust Point. In September, 1904, he was again transferred to New York as import freight agent's solicitor, a position which he held until June, 1909, when he returned to Locust Point to take charge of the bill desk and imports.

In the spring of 1911 Mr. Wacker was forced to give up business on account of ill health. Returning to service in February of the following year he was appointed correspondence clerk in the office of the freight agent, Chicago, Ill. Nine months later he was promoted to



HOW TERMINAL TRAINMASTER W. F. BOOTH, ASSISTANT AGENT R. R. HUGGINS, AND CAR DISTRIBUTER OSCAR WACKER, ARE "KEEPING CARS MOVING" AT SOUTH CHICAGO, ILL.
"EVERY LITTLE HELPS" *Drawn by Switchman H. F. Broker*

his present position of car distributer at South Chicago.

In addition to his long railroad service, Mr. Wacker, in the years of 1895 and 1897, was a member of the School Board of the City of Baltimore.

Mr. Wacker is one of the few correspondents who has come in to see the editor when in Baltimore. He brought us a message of good cheer for our publication from the employes at South Chicago.

Our readers know how constant a contributor he has been to the EMPLOYES MAGAZINE and what enthusiasm he puts into his articles. He has just completed, at great expenditure of time and labor, a comprehensive article on the grain movement. Watch for it in the January issue.

We thank Mr. Wacker for his fine cooperation



LOOKING DOWN THE PAINT VALLEY FROM CEMETERY HILL



OUR STATION AT LOVELAND, OHIO

Ohio Division

Correspondent, C. N. Beyerley
Chillicothe, Ohio

Divisional Safety Committee

G. D. Brooke.....Superintendent, Chairman
P. H. Reeves.....Master Mechanic
E. J. Correll.....Division Engineer
R. C. Wescott.....Trainmaster
F. H. Weidemann.....Medical Examiner
E. Cole.....Supervisor
F. P. Leary.....Agent
O. D. Wright.....Gang Foreman
S. E. Leatherwood.....Switchman
C. M. Gilbert.....Fireman
Joe Michaels.....Boilermaker
Wm. Keezer.....Conductor
L. H. Simonds.....Claim Agent
Wm. Graf.....Road Foreman of Engines
N. H. Rice.....Engineer

On Thursday evening, November 11, during a very exciting game among a gang of colored laborers, near Roxabel, O., a little shooting scrape occurred, the would-be bad man immediately disappearing in the darkness.

About midnight, third trick operator Paul R. Sperry, at Harpers, O., a station a few miles west of Roxabel, while deep in the realism of Balzac, was suddenly aroused by a sharp rap at the window in front of him. Sperry looked up to behold a big gun, with a black face behind it. "Open dat window," came the order from the man, as Sperry's arms began to rise simultaneously with the hair on his head. Sperry complied with quaking heart, looking for the worst. Imagine his surprise when the negro turned his gun around and handed it butt foremost to him, saying, "Here, you, take dis gun; ah done shot a man up the track, and ah done want to give mahself up." Calmly the negro walked around to the door, came in and seated himself, and said "Call up the sheriff, ah tell you; ah mean what ah says; ah done shot a man an' want to give mahself up." Sperry immediately called the dispatcher at Chillicothe telling him what had happened, and the sheriff was sent from Chillicothe to apprehend the negro.



A CORNFIELD AND ALLURING COUNTRY ROAD IN SCIOTA VALLEY

Jim Sheehan, secretary to superintendent, spent his vacation in the south, visiting Jacksonville and other points.

Leo Mullen, tonnage clerk at Chillicothe, spent his vacation in November in pursuit of "Molly Cottontail." Tubby didn't have much to say about his luck, however.

Raymond S. McNeill is a new stenographer in the division engineer's office at Chillicothe. Mr. McNeill comes to us from the Norfolk & Western at Bluefield, W. Va.

Clare Neal Beyerly was born at Bainbridge, Ross County, Ohio, September 15, 1891, and attended school at Chillicothe, graduating from the high school at that point in 1909, and from the business college in 1910. He was stenographer to Mr. H. W. Woodrow, local attorney for the Norfolk & Western R'y Co., for several months, but entered the service of the Company in September, 1910, as stenographer to chief dispatcher and car distributer at Chillicothe. He was promoted to general clerk in the superintendent's office January 1, 1911, and to C. T. time clerk, July 1, 1914.

We haven't had the pleasure of meeting Mr. Beyerly yet, but he looks like a good fellow and we hope he will visit the MAGAZINE office when he comes to Baltimore. We can also promise the employes of the Ohio Division a big article by him on "The Relation of the Railroad to the Municipality," but we can't say exactly when it will appear. Ask the correspondent if you want to know.



CLARE NEAL BEYERLY

Prosperity seems to be returning in bunches to firms located along our line in Ohio. The Jackson Steel & Iron Co., of Jackson, O., have more than doubled their business with us during the past year. The same can be said of other firms, such as the Globe Iron Company, of Jackson, the Star Furnace Co., also of Jackson, the Webster Brick Co., of South Webster, the Athens Brick Co. of Athens, O., and the Whittaker-Glessner Co., formerly the Portsmouth Steel Co., of Portsmouth.

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FUNK & WAGNALLS COMPANY, Dept. 404, New York

The Cambria Clay Products Co., of Black Fork, is a new concern located on our rails, having opened up about a year ago. Their plant is one of the most up-to-date in the country for the manufacture of sewer pipe, flue linings, etc. They are equipped with the most modern machinery and are shipping a large business over our lines.

An enormous apple crop is being handled from the east end of the Southwestern this year. It is the largest in years.

The Ohio Division has produced a new champion, Harry E. Jones, erstwhile maintenance of way timekeeper, as checker player. He is sure "some" on checkers.

James Hunsinger, a boilermaker at Chillicothe shops, recently took a few days hunting trip. Jim says it was work to keep his gun off a bevy of quail when they flushed. However, he was rewarded with a big bunch of rabbits, and also avoided a trip before the squire by shutting his eyes when the birds flushed.

If any people have any doubt as to the cleanliness of engine No. 1441, which runs between Cincinnati and Washington, especially the cab of the engine, we would like to invite them to take a look for themselves. Engineer I. Seelinger and fireman Gottberg deserve credit for its fine appearance. It is a great credit to the Cincinnati Terminals.

Recently we noted that one of our staff, W. C. Garaghty, motive power inspector, was missing, and shortly afterwards found that he had taken up his abode down around Jenkins, Kentucky; that he had since returned to Chillicothe and almost moved Mr. Reeves' storeroom down to the Sandy Valley. As he has been gone for some time, we think that he has taken a liking to Old Kentucky and is perhaps trying to extend the Sandy Valley a little farther down through the mountains. We hope Mr. Garaghty will soon return and will be able to inform us just what progress he has made.

Cincinnati Terminals

Mechanical Department

Correspondent, P. F. LANDY

The picture below is of the general foreman's office force at Mill Street. Standing from right to left are: P. F. Landy, general foreman; E. Forbriger, clerk; Frank Drain, clerk. Sitting, left to right: W. C. May, chief clerk to general foreman; Miss Helen Brady, stenographer, and Miss Bertha Beineke, stenographer.

Indiana Division

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

Divisional Safety Committee

E. W. SCHEER.....Superintendent, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. A. CASSIL.....Division Engineer, Seymour, Ind.
P. T. HORAN.....Roundhouse Foreman, Seymour, Ind.
S. A. ROGERS.....Road Foreman Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
DR. G. R. GRAVER.....Medical Examiner, Cincinnati, O.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.



OFFICE FORCE OF GENERAL FOREMAN, MILL STREET, CINCINNATI, OHIO

J. E. Sands.....Agent, Louisville, Ky.
E. Massman.....Agent, Seymour, Ind.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O.
W. Sullivan.....Engineer, Seymour, Ind.
Ira Haas.....Conductor, Seymour, Ind.
C. B. Fish.....Brakeman, North Vernon, Ind.
Fred Aufderheide.....Fireman, Seymour, Ind.
J. W. St. Clair.....Car Repairer, Storrs, O.
W. J. Russell.....Boilermaker, Storrs, O.
W. E. Downey.....Track Supervisor, North Vernon, Ind.



OMER E. HENDERSON

Omer E. Henderson was born on a farm near Versailles, Indiana, and attended the public school near his home until sixteen years of age, when he entered the graded school at Versailles. After attending this school two years he got the "western fever" and spent three years in the Yellowstone National Park, Northwestern Montana, Idaho, Eastern Washington and Oregon, but becoming tired of the frontier life he returned to his old home, and in July, 1897, took a position as brakeman on this division. J. R. Carey, at that time trainmaster, now general superintendent on the C. & O., hired him. He was promoted to conductor in 1904 and was appointed a member of the Safety Committee when it was first organized. He has served on it continuously ever since and has been an earnest worker in the interest of "Safety," a record of which he justly feels proud. He also served continuously as secretary of the Trainmen's order for ten years, something no other member in his home lodge has ever done. He was chairman of local committee of the Trainmen's order for six years and secretary of the general committee for two years, as well as secretary of the Federated board of the five orders for two years. At present he is conductor on Indiana Division.

Mr. Henderson has devoted a good deal of time and energy to the Magazine and this division has usually been well represented. He writes us that he has obtained a typewriter and camera and that from now on we may expect to be deluged with items and pictures. Let 'em come—the more the merrier!

Mrs. R. J. Conley, wife of engineer R. J. Conley, deceased, has recently purchased the Bothwell property on North Chestnut Street and will move there as soon as it is vacated.

Engineer Joe Stewart, who was recently assigned to Louisville Branch runs, has moved his family there for future residence.

A fifty foot extension has been added to the east end of the brick platform at Seymour, this improvement being greatly needed.

Electric lights have been installed in and around the roundhouse at Seymour.

On November 1 conductor George Wallace, who for the last twenty-five or thirty years has been making through runs between Cincinnati and St. Louis, was retired on a pension. Mr. Wallace was a very popular conductor, and will be missed by many of the patrons of the road. He was promoted to conductor August 25, 1877, and was at the time of retirement at the top of the seniority list.

Conductor M. C. Whitcomb has been transferred from trains Nos. 4 and 55 to trains Nos. 1, 2, 3 and 12. Conductor J. W. Cole, of the Louisville Branch, has been assigned to trains Nos. 4 and 55, and Mr. Cole's run has been bulletined, and will be assigned to the oldest conductor applying for the vacancy.

Conductor R. E. Nichols has been assigned to passenger work. This makes a vacancy on preferred runs to be filled.

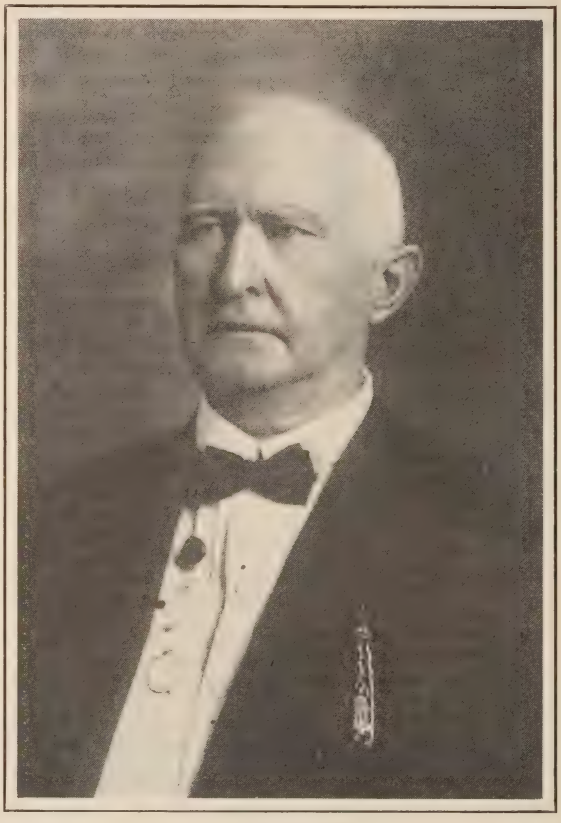
Born to Mr. and Mrs. Daniel O'Mara, a son; to Mr. and Mrs. Barnett, a son.

This picture shows the local crew between Seymour and Washington, Ind. From left to right are, engineer Hatfield and conductor Jones. The fireman and three brakemen are on the front of engine.



J. C. Hagerty, who on July 1 was made general agent, representing the Company's interests in Ohio, Indiana and Illinois, was born and reared at Moores Hill, Ind., and began his railroad career as water boy for an extra gang. In 1869 and 1870 he was employed as a trackman, and in 1872 became a section foreman. During this time he learned telegraphy and later worked as operator and stenographer, as well as reporter for the Associated Press and several Cincinnati newspapers. Later he was employed as operator and train dispatcher on the old O. & M. Railway, now a part of the Baltimore and Ohio Southwestern. In March, 1893, he was promoted to chief train dispatcher on the Indiana Division, a position he held until 1900, when he was made trainmaster. On October 1, 1904, he was made superintendent, and he held that position until July 1, 1915.

During the many years Mr. Hagerty was on the Indiana Division, he got to know almost every employe and his family. He knew his men and knew them well. He knew what to expect of them, and they knew what to expect of him, especially if they failed to perform a duty or violated a rule. They realized by long association with him that if their work was well done, due credit would be given them and in this harmonious way there sprang up a loyalty between the employes and their superintendent that showed how the men felt when the parting time came.



J. C. HAGERTY

In order to show to Mr. Hagerty their appreciation, the employes on the Indiana Division bought and presented to him a magnificent diamond ring, which he will always cherish dearly. Credit should be given J. G. Laupus, watch examiner at Seymour, for looking after the purchase of the diamond.

Engineer R. C. Miller and wife have returned from a two months' visit with relatives in Missoula, Mont.

C. F. Nimnicht, inspector at New Albany, has been made car foreman at Seymour, reporting to general foreman P. T. Horan. He relieves C. E. Coleman, who goes to Flora, where he relieves James Burke, who was transferred to Cincinnati as foreman of the passenger department.

Engineer Boyles and fireman Aufderhide were greatly pleased recently, upon completing the handling of vice-president Thompson's special, to be presented with a box of ten-cent cigars from Mr. Thompson. This made the boys feel that they had done their work, and had done it well.

J. P. Duffey, machinist, formerly of Keyser, W.Va., has been a very faithful attendant at the skating pavilion which was recently erected at the corner of Second and Ewing Streets. Will you guess why?

Regular engines have been assigned to engine crews and general foreman Horan states that he can note a decided improvement in the condition of engines arriving at terminal. He finds that very little work is required to get them ready to start on another trip, and that the engineers are all trying to see who can get over the road in the shortest possible time with safety. Each engineer, of course, tries to show that he has the best engine. This friendly rivalry has had a tendency to reduce the time of crews in getting over the road, and to eliminate any possible overtime which crews might heretofore have made. We all think it a good move.

Work has been started on the new $7,000 depot at Aurora. When completed, this will be one of the finest brick structures of its kind along the road.

Extensive improvements are being made at Storrs, preparatory to moving the passenger engines and passenger equipment to that point. When completed, all passenger equipment will

be held at Storrs when not in use, and crews will not be held at Mill Street as they are at present, but will report for their runs at Storrs.

Dr. and Mrs. H. R. Kyte have moved to their new home in Montana. Dr. Kyte was for many years medical examiner for the trainmen's order here and had many friends among the railroad people, who regret to see him go.

J. L. Patrick, who for many years was an employe of the old O. & M. and the Baltimore and Ohio Southwestern, died at Council Grove, Kan., recently. Mr. Patrick had been a trusted engineer on the Missouri Pacific Railway for a number of years previous to his death. He was born sixty-three years ago, two and one-half miles southwest of Seymour, and had many warm friends here among the older inhabitants. His brother Frank is a resident of this city.

Assistant division engineer C. E. Hearth of this place held the number that drew the $1400 auto at the Masonic meeting held in Louisville recently. Mr. Hearth thinks that his Studebaker is pretty good for the money.

Illinois Division

Correspondent, C. F. WHITE, *Dispatcher*, Flora, Ill.

Divisional Safety Committee

R. B. WHITE.....Superintendent, Chairman, Flora, Ill.
C. G. STEVENS.....Trainmaster, Flora, Ill.
C. W. POTTER.....Trainmaster, Flora, Ill.
H. R. GIBSON.....Division Engineer, Flora, Ill.
H. E. GREENWOOD.....Master Mechanic, Flora, Ill.
F. HODAPP.....Road Foreman, Flora, Ill.
H. E. ORR.....Master Carpenter, Flora, Ill.
C. S. WHITMORE.....Signal Supervisor, Flora, Ill.
W. G. BURNS.....Supervisor, Vincennes, Ind.
F. WYATT.....Supervisor, Flora, Ill.
B. O'BRIEN.....Supervisor, Carlyle, Ill.
W. COOK.....Supervisor, Springfield, Ill.
G. H. SINGER.....Agent, East St. Louis, Ill.
W. C. DEITZ.....General Foreman, Flora, Ill.
S. B. WESTLAKE.....Medical Examiner, East St. Louis, Ill.
J. R. BRADFORD.....Claim Agent, Olney, Ill.
S. M. BOYD.....Freight Engineer, Washington, Ind.
R. E. SLOAN.....Passenger Fireman, Flora, Ill.
F. K. BROILES.....Freight Conductor, Flora, Ill.
C. R. BARMAN.....Yard Foreman, Flora, Ill.
CHAS. FULLERTON.....Machinist, Washington, Ind.
F. B. HARVEY.....Electrician, Washington, Ind.
A. O. MCLEMORE.....Freight Car Foreman, Washington, Ind.

The following appointments have been made: September 17, Stephen Lefeber, as acting agent, Louis, Ill., vice R. W. Dudley, transferred. September 18, J. F. Hill, agent, at Sharps, Ill., vice L. B. Hill, resigned. September 30, I. L. Gregory, agent, at Bradfordton, Ill., vice J. A. Havey, resigned. October 1, C. J. Utterback, agent, at Richland, Ill, vice C. T. Noble. October 5, R. P. Booth, agent, at Norris City, Ill., vice R. O. Farthing, transferred. November 4, R. D. Lytton, agent, at Philadelphia, Ill., vice C. G. Morris, transferred.

An Ideal Xmas Gift



LAUGHLIN

AUTOMATIC—NON-LEAKABLE

SELF STARTING FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward or unsightly locks, extensions, or so called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

$2.50 By Insured mail Prepaid to any address

Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

FILL OUT AND MAIL TODAY

LAUGHLIN MFG. CO.,
7 Fine Arts Bldg., DETROIT, MICH.

GENTLEMEN—Here is $2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City.....State.....

Telegraph train order and block service was established at Beecher City on November 3, and at Pleasant Plains on October 14.

A loading track to be known as Stevens Spur, between Noble and Higgins, was connected up and made ready for use on October 14.

On November 3, Miss Ruth Ena Wainman, daughter of captain of police and Mrs. W. J. Wainman, became the bride of Edward Lowell Myers. The ceremony was performed at St. Stephen's Catholic Church, Flora, Ill., by Rev. Father Alberg.

During October, telegraph vacancies were filled as follows: M. H. Pritchett, 2nd trick, Springfield; P. E. Croaghan, 2nd trick, Shops; Charles G. Morris, 3rd trick, Salem; Carter Weems, Bridgeport. The following positions are now bulletined: Hanover, 2nd trick; Salem, 2nd trick; Philadelphia, agency.

Tonnage clerk Joe DeVanney, who has been suffering from diphtheria, has returned to work, and is again the little smiling Velvet Joe.

C. F. White was born at Olney, Ill., November 25, 1890, and attended its public school until September 1, 1905, when he entered the service of the Western Union Telegraph Co. as messenger. He came with the Southwestern as extra operator on May 20, 1907, and worked at various stations on the Illinois Division until December, when he became night operator at Shoals, Ind. He left the service of the Southwestern in December, 1908, and worked as operator on various other roads until October 21, 1908, when he again entered our service as extra operator, working at different points on the Illinois, Ohio and Indiana Divisions. He was made regular third trick operator at Flora, Ill., on December 15, 1910, and promoted to extra dispatcher January 13, 1911, and to regular dispatcher October 24, 1913.



C. F. WHITE

His biography shows that he is a hustler, and his promotions, that he is a good operator. But the editor of the MAGAZINE can truthfully say from experience that the literary world lost a lot of ginger and "pep" when C. F. W. decided to follow the rail.

Caller Frank Wright, Flora, Ill., is away from business on account of rheumatism. Henry Bruner is filling the vacancy and "Coon Creek" is wakin'em at night.

Operator C. D. Russell left for Galveston, Texas, on November 9, where he will spend his vacation.

Yard clerk C. C. Ripley and wife recently returned from a six weeks' visit in California, reporting a fine time.

Toledo Division

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. MITCHELL.....Superintendent, Chairman, Dayton, O.
R. B. MANN.....Assistant Superintendent, Cincinnati, O.
E. W. HOFFMAN.....Assistant Superintendent, Toledo, O.
M. S. KOPP.....Trainmaster, Dayton, O.
C. W. HAVENS.....Trainmaster, Lima, O.
R. B. FITZPATRICK.....Trainmaster, Cincinnati, O.
F. J. PARRISH.....Division Engineer, Dayton, O.
M. P. HOBAN.....Road Foreman of Engines, Dayton, O.
O. STEVENS.....Road Foreman of Engines, Lima, O.
H. W. BRANT.....Division Operator, Dayton, O.
W. D. JOHNSON.....Master Mechanic, Ivorydale, O.
C. M. HITCH.....General Car Inspector, Cincinnati, O.
J. R. CASAD.....Claim Agent, Dayton, O.
F. S. DECAMP.....Claim Agent, Cincinnati, O.
JOHN SULLIVAN.....Supervisor M. of W., Hamilton, O.
E. LEDGER.....Supervisor M. of W., Dayton, O.
W. O'BRIEN.....Supervisor M. of W., Rossford, O.
G. W. THOMAS.....Master Carpenter, Dayton, O.
G. W. KYDD.....Supervisor Signals, Dayton, O.
DR. F. S. THOMPSON.....Medical Examiner, Dayton, O.
DR. WM. RYAN.....Medical Examiner, Dayton, O.
E. C. SKINNER.....Agent, Cincinnati, O.
J. F. FISHER.....Agent, Toledo, O.
L. F. HOCKETT.....Agent, Dayton, O.
J. C. STIPP.....Agent, Lima, O.
E. F. MALEY.....Agent, Piqua, O.
S. O. MYGATT.....Depot Master, Cincinnati, O.
W. A. IRELAND.....Depot Master, Dayton, O.
W. H. SITES.....Road Engineer, Lima, O.
F. E. MORE.....Road Engineer, Lima, O.
H. B. SMITH.....Road Conductor, Lima, O.
W. J. SIMMONS.....Road Conductor, Lima, O.
E. RICE.....Yard Conductor, Dayton, O.
A. GRONBACH.....Yard Conductor, Hamilton, O.
R. E. MCKENNA.....Yard Conductor, Cincinnati, O.
CARL KOCH.....Shopman, Lima, O.
JOHN RILEY.....Shopman, Dayton, O.
A. BREHARDT.....Shopman, Rossford, O.
FRANK ZUREICH.....Shopman, Cincinnati, O.
JOHN RYAN.....Track Foreman, Middletown, O.
J. R. EILERS.....Track Foreman, Sydney, O.
E. L. KELLEY.....Assistant Yardmaster, Rossford, O.
WM. ROSCHE.....Shopman, Ivorydale, O.
J. S. MCLEAN.....Secretary to Supt., Secretary, Dayton, O.



HARRY W. BRANT

Harry W. Brant was born on April 4, 1882, at Carthage, Ohio, and educated in the public schools. He learned telegraphy, together with several other young men of the village, on a line connected up with the residence of superintendent of telegraph J. L. Orbison, Cincinnati, Hamilton and Dayton Railway, who took a great interest in the boys. He started to work as operator of the Cincinnati Division, Big Four Railway, in 1902, being in their employ until 1904, when he entered the service of the Southwestern, Indiana Division, as extra operator, remaining until a regular position was offered him on the Toledo Division in February, 1905. He left the Cincinnati, Hamilton and Dayton Railway in March, 1907, to engage in other business, but again returned to the Southwestern, Indiana and Illinois Divisions, in 1908 as extra operator, resigning to accept a permanent position as copier, dispatcher's office, Cincinnati, Hamilton and Dayton, Dayton, Ohio, September 10, 1910. He was promoted to extra dispatcher, February 25, 1911, to assistant chief dispatcher, July 28, 1913, and to division operator Cincinnati Terminal and Toledo Divisions, October 17, 1913.

The employes of this division are to be congratulated on the interesting and voluminous notes which Mr. Brant, busy man that he is, sends to the MAGAZINE each month. In fact, he usually mentions a number of events the descriptions of which do not appear on account of lack of space. The editor is happy to acknowledge before the Toledo Division men the fine cooperation always extended him by their efficient correspondent.

A new electric welder was installed in Lima shops on October 18, and is giving very satisfactory service. C. F. Blake is the operator.

C. W. Havens, trainmaster, spent two weeks' vacation, commencing October 10, with friends and relatives in southern Indiana.

O. R. Stevens, road foreman of engines, enjoyed his vacation at his old home at Seymour, Ind.

Roy Moore, assistant cashier, Lima freight house, and Miss Bonnie Eva Stipp, daughter of agent J. C. Stipp, were married at Monroe, Mich., on October 16, much to the surprise of their many friends. Mr. Moore took a few days' leave of absence and told friends around the freight house that he was going to visit friends at Toledo. Miss Stipp had as her excuse, visiting friends at Detroit. Although the marriage was quite a surprise to the bride and groom's parents, in order not to be outdone, a reception was given at the former's home at 915 North Jamison Avenue, Lima, on October 22, there being about fifty guests present. A good time was enjoyed and the newlyweds were given a happy start on their journey in double harness.

Vacations have been enjoyed by several of the members of the Lima freight house force. Chief clerk W. D. Goble left September 11 visiting at Cincinnati, St. Louis, Mo., and Murphysborough, Ill. While at Murphysborough, Mr. Goble met L. E. Cole, better known among the old timers at Lima as "Oat Cole." It will be remembered by some of the old timers around Lima that Mr. Cole was at one time a yard clerk at North Lima yard office. At the present time, Mr. Cole is secretary and treasurer of the Murphysborough Paving Brick Company.

Miss Ruby Burns, clerk at Toledo, expects to spend her vacation at Syracuse, N. Y.

The unusual activity in the iron and steel trade is reflected in the movement of ore through Toledo gateway. During the month of October, this year, the Cincinnati, Hamilton and Dayton handled 98,943 tons, as compared with 57,953 for the same period last year. On October 31, there were 260,036 tons of ore on the dock compared with 199,312 last year. There are so many boats in the iron ore trade that it has caused a shortage of boats to handle coal business.

The old bayou around the freight house at Toledo presents an entirely different appearance these days. Nearly a third of it has been filled in and the ground leveled off. After the bayou is entirely filled up, the boys in the local office will have a magnificent baseball ground.

E. F. McCafferty, roundhouse foreman, Toledo, is proud of the back yard at the shops. The depressions have been filled in with cinders and the surface smoothed off and it presents a much better appearance than heretofore. It is a good example of what a little energy will do

in the way of improving the premises around shops and engine houses.

An unprecedented volume of grain is being handled this fall through the Cincinnati, Hamilton and Dayton elevator at Toledo. As high as seventy-five cars a day have been loaded out.

Among the improvements contemplated at Rossford, are the construction of several additional classification tracks and a new yard for car repair work.

The automobile traffic through Toledo is greater than ever before and auto concerns claim they can load more cars than the railroads have to offer.

During the recent bereavement of Oliver M. Hitt, signal maintainer at Cincinnati, whose wife died on October 8, the members of the signal department and the operators expressed their sympathy by contributing two beautiful floral designs. Mr. Hitt has always been popular among his fellow employes and it was with the deepest regret that they learned of his wife's demise.

Wellston Division

Correspondent, J. M. Rowland, *Timekeeper*, Dayton, Ohio

Divisional Safety Committee

A. A. Iams.....Superintendent, Chairman
R. W. Brown.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
R. O'Neil.....Division Foreman
F. M. Drake.....Relief Agent
J. H. Lehman.....Conductor
T. Fleming.....Engineer
J. J. Fitzmartin.....Division Operator
T. Gordy.....Yardmaster

On October 29, engineer J. F. Hoban and conductor E. F. Surface had the honor of handling former secretary of state William J. Bryan, Xenia to Washington C. H., while he was touring the state in behalf of the prohibition cause.

We broke all previous records at Coalton in the month of October,—1158 cars were interchanged with the D. T. & I. This was partly due to heavy shipments of ore moving to Jackson and Ironton.

The Public Utilities Commission, consisting of Messrs. J. H. George and W. F. Packard, the latter formerly employed as second trick dispatcher on the Toledo Division, recently made an inspection trip over this division and report things in favorable condition.

Dell Jenkins, painter, was ordered a few days ago to paint the cab of engine No. 409, but when foreman Pharis saw him a few moments later he discovered Dell smearing paint on the boiler. When asked if he was not a "little bit off," it brought out the information that a ten pound boy had just arrived at his house. Hearty congratulations, Dell. No wonder you were in the clouds!

Agent H. N. Schoenberger and yard foreman William Brandau of Wellston got into the political whirlpool. Their popularity was evidenced by the fact that Mr. Schoenberger was elected president of the council, but Mr. Brandau had the misfortune to lose by one "measly" vote for councilman at large. Cheer up, Bill, you made a good run and will probably land next time.

Many friends of fireman Delbert Rinehart are glad to see him back on the job again. It will be remembered that he was seriously injured at Washington C. H. in January, 1914. We all hope that such misfortune will not overtake him again.

On October 20, we completed a new 50 x 100 ton track scale at Covington, Ohio. This enables the Jackson Stone Company and Longnaker-Hines Company, who are heavy shippers in stone and gravel, to ascertain promptly weights on all shipments which are moving to points north of Covington. It will also mean quite a saving to the Company, as heretofore shipments were billed out on estimated weights.

The month of October each year commences what is known in this section as the sugar beet season, and continuing through the months of November and December the Fort Wayne Division is called upon to handle a greatly increased tonnage. In order to take care of this business properly a yard engine is necessary at South Findlay to do switching in sugar plant and also assist in the hauling of this commodity from Ottawa and points east thereof into Findlay. Unfortunately, due to a scarcity of labor and very unfavorable weather conditions, an embargo had to be placed against all beet loading points, effective November 1, to discontinue loading in an effort to avoid an accumulation, as loads were being received at the plant considerably in excess of their limited unloading facilities.

R. L. Hixon, agent at Gilboa, is the proud father of a baby boy, which arrived October 1. Latest reports are that mother and son are getting along nicely.

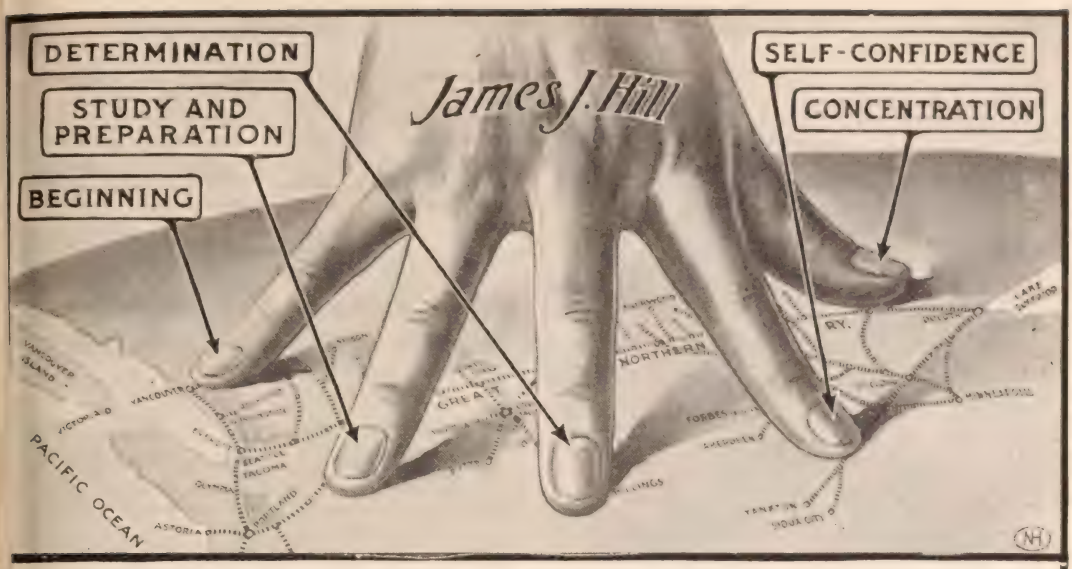
Brakeman L. W. Jenkins is all smiles. He is the proud father of a baby girl, which arrived on October 21.

Indianapolis Division (C. H. & D.)

Correspondent, Roy Powell, *Superintendent's Office*

Divisional Safety Committee

M. V. Hynes.....Superintendent, Chairman
F. M. Connor.....Trainmaster
H. F. Passel.....Division Engineer
E. Boas.....Master Mechanic
E. I. Partlow.....Road Foreman of Engines
D. J. Curran.....Agent, Indianapolis
W. H. Bettcher.....General Car Foreman, Moorefield
P. H. Baker.....General Foreman, Moorefield
H. F. Reynolds.....General Yardmaster
E. L. Ault.....Conductor, State St., Indianapolis
L. Hanlon.....Engineer, Moorefield
R. J. Thiell.....Agent, Decatur



MEN WANTED

For Good-Paying Traffic Positions

$35 to $100 a Week

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at $60 to $85 a month?

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

Free Book Coupon

Send postal or the coupon right now and get our big book of facts telling all about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C-271 **Chicago, Ill.**

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-271 **Chicago, Ill.**

Please send "Ten Years' Promotion In One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....

Please mention our magazine when writing advertisers.



ROY POWELL

Roy Powell was born in Miami County sometime between the "crime of '73" and the centennial exposition,—exact date unknown. He had a common school education with a commercial course at a business college to start him and an apprenticeship as carpenter and painter to provide a trade by which the wolf could be kept away, and which he followed until the Spanish-American war in 1898 when, under the influence of patriotic enthusiasm, he enlisted in the United States Infantry, but failed to do anything startling in the war. He was later sent to the Philippines to assist in upholding the dignity of Governor Taft. He returned in 1902 and took service with the L. E. & W. as roadmaster's clerk at Peru, Indiana, working with them at irregular intervals until January, 1905, when he entered the service of the Cincinnati, Hamilton and Dayton as timekeeper in the transportation department under superintendent H. E. Whittenberger at Indianapolis. He was transferred to the maintenance of way department, Indianapolis Division, July 4, 1905, as maintenance of way clerk to superintendent and in November, 1905, became chief clerk to superintendent Whittenberger, in which position he has continued ever since under superintendents J. M. Scott and R. B. White.

Until quite recently Mr. Powell's notes for the MAGAZINE have been among the most interesting we have received, but the last two issues for this division, have been poor as a church mouse, and we can't find out from the scribe, why. Will someone of our good friends on the division tell him that we are publishing his picture in this issue? Perhaps that will start the ink flowing. Here's hoping, at any rate.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

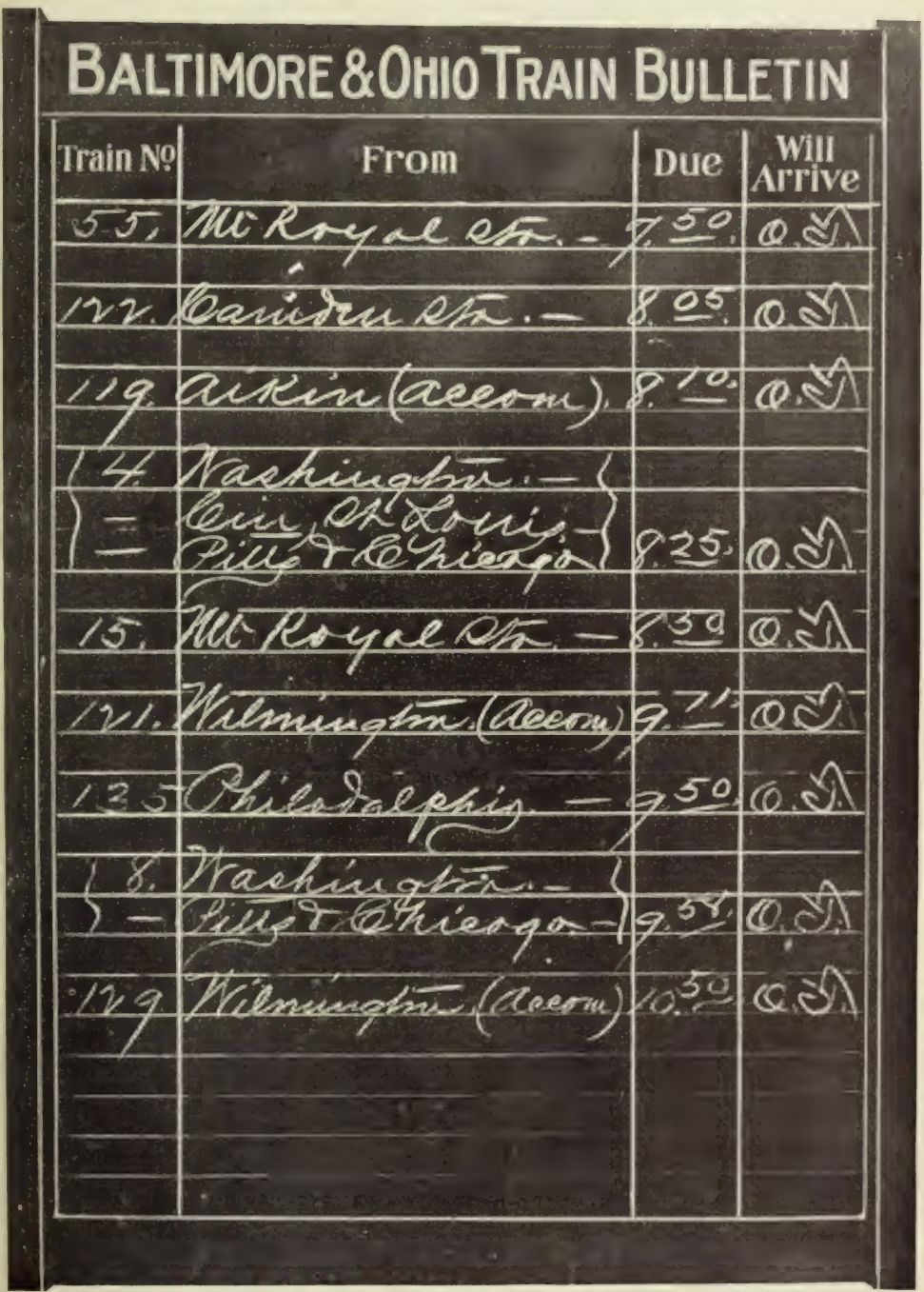
H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. of W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

George Dixon was born in Baltimore, Md., December 30, 1888, and attended the public schools there. He entered the service of the Company in the telegraph department as messenger in "GO" office in April, 1903, and was transferred to the office of Mr. Selden in May, 1905, as office boy. He was promoted to file clerk and stenographer in the fall of 1906, and remained there until the spring of 1910, at which time he was transferred to the engineering department on the Cumberland Division. He returned to Baltimore in the fall of 1910, and entered the office of J. A. Hazelton, then chief transportation accountant. He was transferred to S. V. & E. R'y in October, 1912, as chief clerk to superintendent H. R. Laughlin, and has continued as such ever since.



GEORGE DIXON

BALTIMORE AND OHIO EMPLOYES MAGAZINE



THE "ON TIME" RAILROAD

Start the New Year Right

FOR some time past this Department has, by advertisement in this Magazine, by circular letters, personal appeals and other means, endeavored to impress on the employes of the Baltimore and Ohio System the advisability and desirability of getting out of the rent-paying class and entering the select class of home-owners. Our efforts have borne much fruit, but a large number still remain unconvinced by our arguments, or for reasons unknown to us apparently have no interest in the subject; it is these men we seek to reach now.

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A. E. FRUSH	Chicago Junction, Ohio.
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3. Napoleon and Blucher
4. Queen Hortense
5. Marie Antoinette
6. Prince Eugene
7. Daughter of a Queen
8. Joseph II and Court
9. Mohammed Ali
10. Henry VIII and Court
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12. Goethe and Schiller
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 3 BALTIMORE, JANUARY, 1916 Number 9

CONTENTS

New Year's Greeting	Daniel Willard	4
Opportunities and Possibilities in Locomotive and Car Work	M. K. Barnum	5
Holiday Greetings	A. W. Thompson	10
New Ideals in Police Administration	Edmund Leigh	11
Don't Let Grippe Grip You—Relief Department Bulletin		16
Beginning With Poker	Earle C. Wight	17
The Death of the Old Year—A Poem	Louis M. Grice	26
President Willard Favors Exclusive Federal Regulation of Railroads		27
Stupidity or Indifference?		28
Education the Basis of Success in Safety Work	John T. Broderick	29
New Year's Greeting	C. W. Galloway	30
What Our Passengers Think of Us		31
Compensation	Emerson	33
The Price	Walter Grahame	34
"The Company Will Do Everything it Can to Support the Safety Movement," says A. Hunter Boyd, Jr., Assistant General Attorney		37
Classes for Shop Apprentices in Mechanical Drawing and Mathematics at Clifton, S. I.	Harry Lawrence	38
Life's School—A Poem	H. C. B.	40
Chicago—the Grain Center of the World	Oscar Wacker	41
Advantages of Standard Practices in Locomotive and Car Repairs	M. J. McCarthy	53
Apple Orchards Dot the Lines of the Illinois Division	C. F. White	55
What About Our Foreigners?	Commonwealther	60
Construction and Changes		62
Transportation During 1915 and the Prospect for 1916	J. Hampton Baumgartner	65
The Use and Abuse of Safety First	W. L. Whiting	67
What They Thought of the Deer Park Meeting		68-69
Editorial		70
Observer		72
Exhausts		75
Special Merit		77
Among Ourselves		79

¶ Published monthly at Baltimore, Maryland by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only :: :: :: :: ::

January 1, 1916

To All Officers and Employes—
Members of the Baltimore and Ohio Family:

To those for whom the year just ending has meant good health and a reasonable measure of happiness and prosperity, I send my hearty congratulations, and to those less fortunate I extend my sincere sympathy. To all do I extend my best wishes for the New Year just before us. I hope that the New Year may bring to us good health, happiness and prosperity, and that it may also bring to the great property which we serve and with which we are proud to be connected, a larger measure of success and with it increased opportunity for all.

Daniel Willard

President

Opportunities and Possibilities in Locomotive and Car Work

Address of M. K. Barnum, Superintendent of Motive Power, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

The Special Opportunities and Possibilities in Locomotive and Car Work is a large subject, and I could not attempt to do more than "touch the high spots" this morning. I take it that "Opportunities" means the opportunities for the men, and, in general, there are large opportunities for men in locomotive and car work on all railroads. The scarcity of competent men for both car and locomotive work seems to be growing rather than decreasing, because in looking about among our own men we find that while we have many who are capable in the present positions, there are not so many who are qualified for further advancement.

The same thing is true on other roads, probably to the same or greater extent, and my experience with them has been that when they wanted to get a man for, say, the head of the car department, they would look over their own men and then look about and consider the men of other roads, and it was rather a difficult matter to find a man who appeared to be fully up to date and well qualified for the present requirements of such a position.

The same thing is true to perhaps a less extent in locomotive work, and I think it is due to the fact that the requirements are growing more severe every day. The man who was considered thoroughly competent to be a master mechanic, and met all the requirements fifteen or twenty years ago, may today find himself at a loss to know how to handle the electrical apparatus, and other details that are constantly being added to locomotives and also to cars, and unless men keep pace with such improvements they will fall behind the procession and others will pass them and be advanced over them.

The point that I want to make most prominent in this connection is the necessity for all men to improve themselves, keeping up to date as far as possible in their profession,—and I think in the broad sense it is fair to call the mechanical work of railroads a profession, although it is not one of the old time professions, which were limited to the lawyer, the doctor, the minister and the author.

The necessity for men studying from day to day comes from the new methods of doing work. We are today using such methods as electric welding of flues, the oxy-acetylene method of repairing broken parts, and many other processes in our shops, which ten years ago were not thought of and only three or four years ago were in an experimental stage. Today they are among our most valuable, and we may say, standard practices. And such changes are going to continue.

One of the processes that we have not yet generally adopted is the electric piecing of flues instead of welding in a furnace with oil, coke or gas, which has been the common practice, but our mechanical and electrical departments are investigating this method with a view to adopting it. It is already in successful operation in the Norfolk & Western shops and it will, apparently, overcome one of the objections that has been raised by

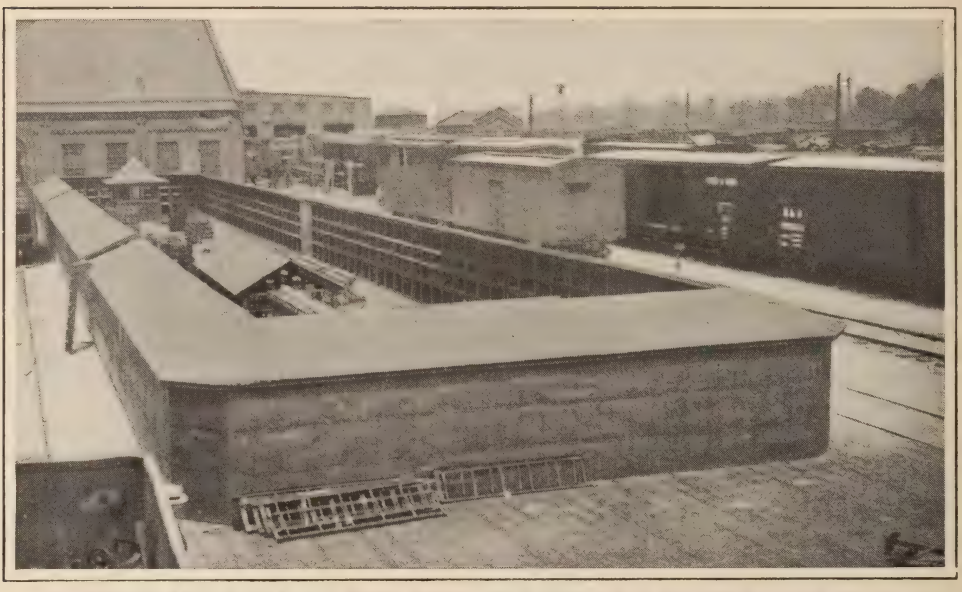
the Federal boiler inspectors with regard to piecing flues; that is, the large number of pieces frequently welded on a flue, which they consider undesirable. By the electrical process you can piece a flue in the center and can confine the number of pieces to one or two, and this process also saves time and money.

It is not necessary for a man to have a technical education in order to keep up with the progress of his work. In fact, the most valuable work that is done by men who do keep up to date is in the way of self-improvement, and that can be most successfully followed, I think, by a membership in technical associations and the reading of technical reports and of papers devoted to the subjects in which they are interested. No man employed in either the locomotive or car department, who hopes for advancement, can afford to neglect those opportunities of qualifying himself for such advancement.

Of course, no amount of reading or study will qualify a man for a position as foreman, master mechanic or for a higher position unless he has the necessary practical experience. It is assumed that he will get that as he goes, and there is a great difference between men as to the way in which they profit by their opportunities.

It is very important that a man should not confine his attention to the narrow limits of the particular work in which he is engaged. If a machinist, he will find frequent opportunities for taking an interest in blacksmith or boiler work; if a car man, he can take an interest in locomotive work, perhaps beginning with the tender and extending his study to other parts. I have known some very competent master mechanics who started as boilermakers and several superintendents of motive power who came through the car department. A man should not feel because he starts in some one branch of the business that his possibilities for advancement are limited to that line.

One of the most important things that a man should do to take advantage of his opportunities, is to become familiar with the standards adopted by the road and to become posted as to the practices of other roads. Questions are frequently asked by our officials as to what we



PLATFORM AND BINS 34 x 210 FEET, BUILT AT KEYSER FOR STORING CAR MATERIAL
Constructed entirely from second-hand lumber obtained from dismantled freight cars

think of the practice that the Pennsylvania or the Norfolk & Western or some other road is following. And the fact that those questions are asked shows very clearly, if proof is necessary, that we are expected to know something about what is being done on other railroads.

One thing that I would like to call special attention to, is the importance of master mechanics taking a more active interest than is usual in car work. The majority of master mechanics have advanced either through the line of machinist and the following positions or that of locomotive engineer, and the natural tendency would be for them to consider the locomotive of the greater importance. But the amount of money involved in the maintenance of cars is about as much as that for locomotives, and the total amount runs into very large sums. For instance, during the fiscal year 1913, the Baltimore and Ohio spent for actual repairs, exclusive of depreciation, on locomotives, $6,743,699; on passenger cars, $840,473; on freight cars, $5,278,310, or a total of $12,862,482; so, you see, the car department used practically one-half the total amount of money spent on maintenance of equipment.

The amount of money spent in 1914 was slightly less, due to less business, but was just short of $12,000,000 for the three classes of equipment. So you can see that the opportunities in the locomotive and car departments are very great.

To come nearer home, I think the opportunities on the Baltimore and Ohio Railroad are exceptionally good for men in the car and locomotive departments, first, for the reason that there is a very large organization on account of the size of the road and the amount of territory covered, and next, because the management is progressive and they are coming to insist on men being well qualified, as that is the only way by which the results sought as the standard can be obtained.

In this connection, I want to call attention to the fact that it is the avowed policy of the management to fill positions by promotion as far as possible, and I think that that policy will be followed more closely in the future than in the past. At any rate, no man who is at present in the employ of the Baltimore and Ohio Railroad need fear outside competition, provided he qualifies himself for further advancement.



PLATFORM AT CUMBERLAND FOR ICING REFRIGERATORS
Ten cars can be set at one time for icing. Built entirely from second-hand timbers obtained from dismantled cars



SCRAP OBTAINED BY RAKING THE DUMP AT LOCUST POINT

The term "Possibilities," I assume, refers to the problems before us for reducing costs. Much has already been accomplished in this matter. With the increasing size of our locomotives and cars there has not been a corresponding increase in the cost of maintenance per unit. There has been a small increase in the cost per locomotive mile, but little, if any, per car mile, and that is a good performance because the natural thing would be, as we replace the small American type locomotives with the Mikados and 2-10-2's and the Mallets to find a proportionate increase in the cost of maintenance; but that has not occurred and this fact is often overlooked in making comparisons. The matter of reducing costs can be greatly helped by watching the use of material. Considerable has been done in that direction, but great possibilities remain ahead of us and more problems are now being worked upon in that line.



FRUIT LOADING PLATFORM 90 FEET LONG
Built at Keyser entirely from second-hand material, most of which was obtained from dismantled cars

We have recently been authorized to establish at Zanesville a re-sawing plant for cutting up old lumber. The C. B. & Q. is probably one of the roads which has gone into this matter of salvage of old material more than others, and after several years' experience they report that they obtain about $20 worth of old lumber from a box car which is dismantled. So you should remember that when you are burning up a box car you are burning up twenty dollars' worth of lumber. Of course, it is not always possible to take that car in where it can be dismantled to the best advantage. But, I think it is our duty to try to get them in and save the material. Such roads as I have mentioned never think of using a piece of new material for a sill splice; they always cut up the old sills for splices, and in that way realize the same value for them as for new material.

We believe that this re-sawing plant.

at an expense for installation of about $10,000, will enable us to work over old piling, old bridge timbers, old car material, etc., to the extent that a clear profit of at least $50,000 a year will result.

I would like to get you all interested in that plant because you will all profit by the savings to be effected, and for the reason that you will all have second-hand piling or old timber of every kind which, if sent in to this central plant, can be worked up into good lumber. Mr. Clifton told me the other day that he had some old piling which could be worked up into lumber worth $60 a thousand. In that re-sawing plant we expect to have a regular saw-mill, so that we can cut up logs in the usual way, and what is called a re-saw, which will enable us to take bridge timbers and cut them up into inch or half-inch boards and work them into flooring or siding or whatever form is desired. This is only one of the many opportunities for reducing costs. The work that has already been done at Zanesville in the way of reclaiming bolts and track tools has been fairly profitable, but an estimate made a year or so ago by Mr. Clark, our general superintendent of motive power, indicated that in the reclamation of old car and other material it would be possible to save half a million dollars a year if followed out to the full possibilities.

One of the things which contributes very largely to reducing costs is cleanliness about the shops. Cleanliness means not only a man going around with a broom, but it means the thorough picking up and sorting of scrap. And ordinarily the scrap that a man can pick up about a shop, which may look fairly clean, will more than pay his wages, besides the moral effect it will have in showing our employes that we are taking good care of all material.

Another thing I would like to call special attention to is the possibility of reducing our costs through decreasing the expense on account of derailments. We are having too many of them and they seem to be due to a combination of causes; some of them to defective equipment, some probably to track that is not as good as it should be, but you men who are out on the divisions will be in position to take care of the causes whatever they may be; and the derailments can be reduced to a small percentage of the present number.



SECOND-HAND MATERIALS OBTAINED FROM DISMANTLED CARS

I simply want to sum up by saying



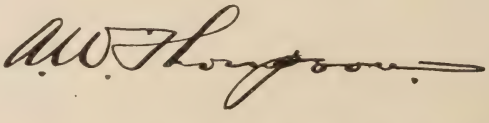
PILES OF SECOND-HAND LUMBER OBTAINED FROM DISMANTLED CARS

that both the opportunities and the possibilities seem to be unusually promising on the Baltimore and Ohio, and I feel that we are all fortunate in being in the employ of such a large, progressive and well-managed corporation. I would only add that my idea of a good rule to follow is the one which I learned early in life from my father, namely, "Obey orders and always be on time."

December 24, 1915.

TO ALL OFFICERS AND EMPLOYES
OPERATING DEPARTMENT:

Best wishes for a pleasant Christmas and enjoyable holiday season, with health, happiness and prosperity for the New Year and many years to follow. Also my appreciation for the loyalty, support and cooperation which prevails in the interest of the Baltimore and Ohio and which I am sure will continue.



New Ideals in Police Administration

Their Development and the Standardizing of Our Own Force

By Edmund Leigh
General Superintendent of Police

"To preserve the peace, to enforce the law, to protect life and property, to prevent and detect crime and to arrest violators of the law."

ONE of our Baltimore and Ohio policemen recently found twenty-eight boxes of oranges, overlooked by the stevedores, in a refrigerator car on the way to the dump to be cleaned. The person in charge was notified of the discovery in a well-written report, upon which he scrawled, "Did the police do all this?" Then it went to his superior, who admitted the unfair insinuation with his written "O. K." And that was the end of it. There was no discipline or explanation or attempt made to remedy the condition. This and other similar occurrences lead me to believe that the police department and its functions and possibilities are not very well understood by the employes of our Railroad, so I want briefly to outline the work of our division of this great System. And let it be said at the very beginning of this article that we of the police department solicit and will heartily appreciate your cooperation and any suggestions you may care to make.

The first step in police organization was taken far back in medieval times when kings and barons (who under the feudal system of government were themselves petty kings, holding the power of life and death over men of lesser degree living within their jurisdiction) appointed officers known as sheriffs, who were charged with the preservation of the peace and the execution of the mandates of the law. The office of sheriff is one of the most ancient surviving in our present form of government. No doubt the sheriffs found many opportunities of usefulness to their employers, and later, with the rise of democracy, to the public. For the office lived on as that of the highest peace officer until the growth of the population of cities made closer and more complete police protection a necessity. The sheriff, however, is still the highest county administrative officer.

In our own country the police force had its inception in old New Amsterdam (New York) where, early in the eighteenth century, a watch was organized and went its rounds by the light of a tallow-dip lantern, making the night melodious by calling the hours: "Two o'clock and all's well. God Save the King!"

In Europe, and especially in Great Britain, they too had this form of night protection until the need of better organization and system was realized. It was not until about 1830, however, that Sir Robert Peel organized the Metropolitan Police Force of London. Tradition has it that the appellations of "Bobby" and "Peeler," the common names for English policemen, have come from Sir Robert Peel's association with them. Then, too, we have all heard a policeman referred to as a "Copper." This name is said to have been derived from the fact that all the first policemen wore copper buttons.

Before the Civil War police uniforms were not favorably looked upon nor generally worn in this country. The chief objection to them arose from the

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Don't throttle business. Business needs freight cars

KEEP CARS MOVING

fact that it was not considered in keeping with our ideals of democracy for one class of men to be uniformed so as to distinguish them from other classes. The war and its necessities changed opinion on this subject and the establishment of uniformed police forces was effected.

It is only in the last twenty years that the science of policing has been intelligently studied. City Boards of Health were created and grew into State and National Boards; likewise the Engineering, Educational, Auditing and other professions formed national bodies for the greater information and guidance of their members. Yet the science of police protection, from a national viewpoint, practically stood still, except for an organization of city chiefs, who met each year in convention. And even this, from my personal knowledge, did not develop an efficient inter-city and interstate national organization, with a view to the general advancement of the science of police work. A step in the right direction has been taken recently by the formation of an organization known as "THE FEDERATION OF PEACE OFFICERS OF NORTH AMERICA." With the possibility of a 300,000 membership, it requires that an applicant for admittance shall be either a city police officer, railroad police officer, a sheriff or sheriff's assistant.

It seems inconceivable that at the present time arrests and the giving of information or the answering of requests for information between cities and states are matters of courtesy. The writer has knowledge of instances where positive information has been at hand relative to the whereabouts of fugitives, and yet, in spite of written requests that arrests be made, the officers having the power refused to act.

The Federation of Peace Officers is planning a centrally located National Bureau of Information and Record. Who can tell how many of the 20,000 persons arrested by the Baltimore and Ohio police in 1915 were wanted as fugitives by states or cities? We knew that some were so wanted and turned them over to the proper authorities, but generally speaking, the proper and intelligent disposition of these prisoners has been and is too much a "hit or miss" proposition. It would seem that the Peace Officers' Federation offers a solution of this and of many other police problems. And it must be apparent to all that, with the aid of service such as is provided by telephony, telegraphy, photography and the finger impression method of identification, the police will soon get into step with the general advance toward higher efficiency.

Having briefly outlined the history of the organized police in general, let us now view our own Baltimore and Ohio policemen. Municipal and state police organizations have two phases of elementary responsibility, viz., the welfare of society as expressed in the written law, and the rights of the individual citizen. They also have to do with crime and vice. The railroad special policemen, by good fortune, have nothing to do with the problem of vice as found in cities, and, in my opinion, their duties come nearer to the old form of sheriff's duty than do those of the others. On the other hand, the railroad police have imposed upon them the same responsibilities as have their fellow officers who are in the service of a city or state and, in addition, the duty of protecting the interest of the railroad which employs them. With this three-sided responsibility upon him, it is evident that the railroad officer must be of the same high character as the city or state officer and have a far higher degree of judicial temperament. Furthermore, he must know

something of the highly complicated business of railroading.

First of all, we have to recruit our force and place them where they best fit into the scheme of our needs. It is obvious that a New York or Chicago bred man would not best suit the requirements of our railroad at Grafton, Connellsville, or some other small city. Then, too, until the present time we have had no means for the preliminary training of our men. We have had to seek men who, through their knowledge of railroad work, had some of the requisites necessary for success in police work.

An efficient policeman should possess many good qualities. First of all is his character. Often, for lack of corroboration, his bare word must be taken, and so fully do we appreciate the importance of good character and trustworthiness in our policemen that it is ever before us in selecting them. It is essential that the policeman should realize the responsibilities and the duties of his position and the fact that great confidence is reposed in him. In accepting a position as a police officer, he becomes an executive officer of the criminal laws of the State and a conservator of the public peace. All his acts are subject to the observation and criticism of the public and the railroad officials, and the manner in which he conducts himself affects not only the welfare of the railroad, but the faith and confidence which the public and employes should have in the railroad police department. He must deal honorably with all persons and hold his word sacred, no matter when, where or to whom given. He must make it his business to be constantly active and alert. It is also his business to gather all the useful information possible, as the police department should be truly a great bureau of information.

While no man is expected to be everlastingly reporting and hounding others, yet an officer must hold himself sufficiently aloof to be free to act when duty may demand a report unfavorable to his personal friends. Here, however, one point should be emphasized. In spite of a false impression that has gained currency, the police department of the Baltimore and Ohio has never been called upon to place the private life of our employes under espionage.

The police officer must also school himself to keep cool on all occasions, and to maintain perfect control of his temper.

Diplomacy is another quality that the railroad policeman must possess. The passenger, a source of revenue to the Company, must be handled courteously, even when he is in the wrong. The checking of pilfering and the pursuit of information in regard to claims also present many situations where careful handling is necessary to avoid offending a shipper or another railroad department. And these are but a few of the qualities that make the all-around able officer.

Let us go with the policeman on post. He has not the consciousness of nearby comradeship for his comfort and aid. Yet he is filling a position of great trust. His enemy, the traditional "thief in the night," does not come openly along the railroad track, nor lie in the ditch with red lights exposed. We do not record the dark deeds that the policeman prevents when he reports his performance at the expiration of his tour of duty.

Suppose we should send word around that the Baltimore and Ohio police would be on a vacation for two or three days and nights—what do you suppose the result would be to the lives and property of our passengers and patrons?

Formerly the principal requisite of a successful policeman was brawn, but an ounce of brains is better than a ton of brawn. The man with the minimum of

KEEP CARS MOVING

Business can't move without freight cars. Standing freight cars limit production and railroad revenues

KEEP CARS MOVING

physical strength is sometimes the master on account of his greater moral courage. Of course, the man combining good mental and good physical powers makes the ideal police officer.

The city policeman of today, for all his ability and special fitness for the work he is called upon to perform, is more the outcome of experience and tradition than the product of scientific training. In some places the office of the policeman is still an elective one. We are all familiar with the small town officer, lounging in the railroad station in the full glory of his badge, stick and tasselled cap. He has usually secured his office through political "pull" and in that respect is but the counterpart of some of the police officials of the larger cities. Happily, we are fast outgrowing that kind of police service.

Recently much ado has been made about sociology and its ramifications. The social service worker and the probation officer have come into being. Schools of philanthropy have been founded. All these branches are today highly specialized. Yet none of this is new to the conscientious police officer of old, who, with his fund of practical knowledge, mellowed by years of good service, will not suffer in comparison with the student of philanthropy with a head full of stock sayings and statistics. Until recently, however, the social service side of police work has not been looked upon by the uninstructed police official as having any bearing upon his method of police practice. Today the larger view of police administration comprises such things as these, with force as the last resort which the police may use to properly conduct their affairs and "to preserve the peace."

The time is fast coming when the administration of police affairs will not be judged wholly by the number of arrests made; but will earn approval when suppression, repression and better education along the lines of orderly conduct and observation of the law are effected. In another article the methods employed by our policemen along these lines, by means of school lectures, etc., will be touched upon.

A policeman is often called upon to act in a moment upon a matter that may take the Supreme Court of the State years to adjudicate. In the old days and under the old methods there was more law in the end of an officer's baton, when judiciously applied, than there was in all the institutions of correction in the State. But of course this is not the law as it is laid down, and we do not permit such practices.

We are trying to make it clear to our officers that for the proper performance of their duties they must be well grounded in the common law, which, after all, is common sense—the right and wrong of things. In short, there is no position that calls for a broader conception of duty or a clearer mind.

The law requires strong proof of wrongdoing when we ask for convictions in our courts; yet there is a woeful apathy often manifested by otherwise good citizens when they are called upon to attend court to testify.

Our freight trains often furnish the means of escape for fugitives. They have done so for many years and will continue to do so as long as the present laws remain in force and until the attitude of some of the magistrates undergoes a change.

Right here it would be pertinent to tell of the action of a magistrate in one of the largest cities on our lines. One of our officers appeared as a complainant, charging a man with coal stealing. The magistrate discharged the prisoner without as much as a reprimand, and then asked the officer when the Baltimore and Ohio Railroad was going to donate a couple of carloads of coal to the poor. Had the officer asked the magistrate when *he* was going to give part of the supply of coal in his cellar to these poor people, the magistrate would, without doubt, have held him to be in contempt of court.

In another city we appealed to a woman school principal to help us in keeping the children from trespassing, for the purpose of picking coal, upon railroad property across the street from her school. Imagine our surprise when this otherwise pleasant and intelligent woman calmly suggested that she thought that it would be well for the Railroad Company to stop its

trains for one specific hour each day, so that the children could pick up coal in safety. These instances are given to illustrate the peculiar attitude that many people assume on the subject of property rights when dealing with, or thinking about, a railroad.

It is the sincere hope of our police department that the time will soon come when all the employes of our railroad will realize that they, too, by reason of their citizenship and employment, are officers for the protection of the railroad's property. When this change of attitude takes place the police department will become a more highly efficient body.

Of Course—YOU Wouldn't Do This!



—Courtesy American Locomotive Co.

But the fact remains that many practices—just as dangerous and foolish—exist among our employes. Don't be a Bonehead—Think First!

The Safe Way is Always the Right Way!

Don't Let Grippe Grip You

Relief Department Bulletin

THIS is "Grippe" season and precautions should be taken to prevent contagion. Grippe is a germ disease and can therefore be contracted from those already affected. There are many of our employes now disabled by this malady. It is a serious disease, not so much in itself as from its common sequels, such as extreme depression, pneumonia, etc. Serious epidemics now prevail in many places.

Here are a few suggestions that will tend to prevent an attack, the sole object being to keep our resisting powers undiminished:

Avoid draughts.

Avoid over heating.

Avoid going from a heated place to a colder temperature without additional clothing.

Avoid heavy eating late at night.

Avoid over eating at any time, particularly of meats.

Avoid constipation.

Avoid all crowded places, particularly moving picture shows, if not properly ventilated. If you enter them remove your overcoat.

Avoid sleeping in rooms with closed windows.

Avoid common drinking cups.

Avoid coughing or sneezing without using a handkerchief. Do not cough or sneeze across desks.

A most essential means of warding off all diseases is daily cold bathing. If this is not available, cold sponging of the arms and chest, front and back, is advocated. As a general rule the colder the water the better, if it can be borne. Delicate persons might substitute tepid water.

Particular attention should be given at this time to ventilation of offices. If it is impossible to maintain continuous ventilation—without draughts—through partly raised windows, the practice should be adopted in all offices of throwing open all windows thirty to sixty seconds, depending on weather conditions, at least every two hours. This can be arranged by a signal in each office. The attention of the Department heads is especially called to this suggestion.



Beginning With Poker

By Earle C. Wight

THIS ain't rightly a love story. I say this so dames of seventeen or so with a chocolate tooth and a passion for Laura Jane Libby can skip it and turn back to the "Confessions of a School Girl." Speakin' honest, I think they'd be doin' wrong. If they sit tight till the end, I'll tell 'em about Her. It starts out like this:

"Can't," says Four Finger.

"Same here," Danby says, sliding his cyards along the table.

The Tumblin' K man takes a hungry look at the stakes and shakes his head. I scraped the cyards together, threw in a dollar and passed the deck to Four Finger. It was a sure-enough fat pot after the others sweetened. Eighty dollars may not be much to millionaires, but in the Canadian cow country it was two months' pay.

"What did yuh have?" asks Four Finger, shufflin' the cyards so easy they looks as though they was greased. "Two Jacks?"

"I didn't open, did I?" says the Tumblin' K man.

"I think," I says, buttin' in, "that if Four Finger will take his digits from the bottom of the deck and pay more attention to dealin' square, we all will get a better chance at the pot."

There was a silence round the table yuh could cut with a knife. I ain't what you'd call a quarrelsome person. The feller who goes meanderin' about with a chip perched prekariously on his shoulder will get *his* some time. But I don't like anybody to tromple me into the mud either, and if old man Trouble come to me with a legitimate reason, like bein' cheated at cyards, I don't do no dodgin'. None whatsoever so yuh could notice it.

This here Four Finger was all hair from the top of his head clean below his neck, and what wasn't hair was onriness. He had two big eyes that popped out like they do on a frog. I was always fearin' they would leave him altogether. His hands were like no puncher's ought to

be; long and slim and white with a habit of playing with things. No, I can't say as I liked Four Finger, special since he reminded me of some one I used to know. If he had taken off the hair mattress he wore I might a been able to tell. Them eyes of his sure looked familiar.

Danby couldn't open the next time—neither could the Tumblin' K man. I goes down and takes a peek at my cyards. The first thing I sees is a ten with another one right next. Squeezin' the cyards careful, I brings another one to light.

"Open," says I, "for ten dollars." The rest bite, swellin' the pot considerable. Now, I ain't no hawg, but when I finds a queen and another ten spot, my mouth begins to water for a chunk of Four Finger's pile, an' as I'm already some behind the game, this is only fair and proper. On the draw Danby takes one cayard, tryin' to fill a straight, and fails. Tumblin' K takes three. "He has a par of bullets," I says to myself. I suggest the dealer help himself, at which Four Finger grins and lays down the deck It's his first bet, bein' next to the man who opens, and he plunks down a gold piece. Ten dollars on a pat hand! Don't yuh know he was crooked! The hind leg of a dog was straight as a ruler compared to him. Here I thought I was the wise one, and all the time old Whiskers was havin' the time of his life with me. It takes a few losin' games of poker to make a man know what a fool he is. Of course, Danby's out, but the other man havin' a small full and bein' doubtful, only tarries.

"Friends," says I, usin' the sense of a little wooly sheep, "I got yuh all beat, and seein' this is just a sociable game, I'm goin' to let yuh down on your feet. I'll only call."

Four Finger's whiskers move up and down like they was disturbed by a violent breeze. Danby offered him a drink, thinkin' he had made a mistake and swollered his Adam's apple, but he waves it aside.

"I thought we was playing poker," he says, when his emotions has subsided. "If I'm mistaken, however, and this is the Ladies' Amusement Club wrestlin' euchre for a hand stitched corset cover, I beg to be excused." Kinda got back at me, didn't he? Then he rubs it in. "Mary," he squeaks, "bring in the pink tea and lemon. Do be careful of the cups, girls, they're the hand-painted ones sister Martha sent me last Christmas."

"Hell," says I, "if yuh want a game," and I shoves in my pile. He counted it. "Forty-nine dollars and I hikes you fifty more."

"Out," says Tumblin' K.

"It's table stakes," I says. "Yuh can see I'm broke. Take the fifty back and call."

"I'll let yuh go down for your watch," he says, magnanimous. "It might be worth fifty."

"It is," I snapped, "and then some."

"Ain't that the one yuh got at Cheyenne for winnin' the ropin' contest?" puts in Danby.

"Never mind," says Four Finger, seein' me hesitate; "if the gent is afeered to back his opinion, we'll let it go. I'll call."

Mad? I was mad clean through. There was a faint blue vapor comin' out of my nose and my voice jumped up a dozen octaves. "Let it be, yuh rooster," I yells, throwin' down my watch. "What yuh got?"

"Fours," he says, soft like a mother cooin' to her kid.

"Do they beat forty miles?" I asks, in a trembly voice. Stranger, they beat 'em bad. Just toppin' my tens, four beautiful jacks. Hearts, diamonds, clubs and spades all in a row. Did yuh ever have the idea that you'd thank some one to hit yuh between the eyes with a pile driver? I know yuh did if yuh ever played poker. It's an ungodly feelin', like uncorkin' a bottle and findin' it dry, or a Baptist minister goin' to the table where the pie has already been ate.

"What yuh goin' to do now?" says Four Finger. "Hunt a job?"

"Hunt a job," I says; "yes, a job learnin' how to deal with my finger on the bottom of the deck so I can catch some of those suckers born every minute." Yuh'd a thought he'd gotten mad at that and I was hopin' he would; but no, sir! That man had a hide as tough as a tick proof steer. He sat there smilin' like a

Chessy cat and countin' the money. My watch was already reposin' peaceful in his pocket.

"There ought to be lots of chances to make money in this country, if a man is real enterprisin'," he says, slowly.

"And if he's got lots of nerve," adds Danby.

"And ain't too particular," chimes in Tumblin' K.

yuh?" "Twinkle, twinkle little star" had nothin' on the way those frog eyes of his was dancin', and his whiskers were wavin' like a field of alfalfa. He sure was the goods all right when it came to prognosticatin' on my character. He leans over and puts a moist hand on my knee.

"Bud," says he, "I like yuh. Go in with us and no longer drive the festive



"COME ON BOYS," I HOLLERS, "WE'VE GOT 'EM"

"And has lots of capital," I says, tryin' to be sarcastic.

"Capital ain't necessary," says Four Finger. "What we need is good men and true. Punchers who will stand together, who know how to ride, rope and shoot and who know the country like they do their bunk." He sweeps his arm to include the others and taps himself on the chest. "We have three such," says he, "but we need another good man and true."

"Shucks," say I, "if yuh ride no faster than yuh talk the sheriff will put salt on your tail. What is it yuh want? A gang of rustlers, or what? Here I am awaitin' and a yearnin' for a quick way to get rich and yuh sittin' there like bumps on a log talkin' about good men and true."

He looks at the others mighty triumphant, as though to say "What did I tell

cow over hill and dale. No more will your highbred nostrils be offended by the odor of burnin' hair, or your ears tingle at the disrespectful language of a foreman. Us four will lead a joyous life. A thousand here, a thousand there, as easy as pickin' cherries."

"What about the law?" says I. "Is it goin' to sit with it's pipe in it's mouth while the courthouse is bein' toted away?"

"The law!" he says, pertendin' to be hard of hearin'. "The law! Oh sure, yuh mean the law. Why we slip through it as easy as a Missouri razorback through a palin' fence. Tell 'em about it, Tumblin' K. I'm ashamed."

And Tumblin' K talks long and eloquent. When he's done I have the main facts. The sheriff at Cactus, who is a cross between a jack rabbit and a barb wire fence, has agreed, for one-fifth

of the swag, not to hunt 'em too hard. They've already planned a stage robbery, a bank hold-up and short changin' an express car. Four Finger is to be the leader, and me, the world's champion roper, second, a sort of scrub lieutenant. Whiskers holds the money and does the dividin'. I could see by the way it's framed up that Danby is to be the goat if such an animal becomes necessary. A nice bunch of eggs we are with that old villain a settin' on us, hopin' to hatch dirty money.

"What's the first move," I asks, lightin' a cigarette.

"The stage," replies Four Finger. "Due at Byrd's canyon in one hour. Five thousand from the Last Shot mine and one lady passenger. Easier than throwin' a rope, hey? Here's your watch and money, Bud. Next time be more careful about fours. Only an expert or a tenderfoot deals 'em."

"So yuh stacked those cyards," I says, with a growl.

"No hard feelin'," says he, shovin' 'em across.

"Take 'em back," I yells, "before I forget myself and hit yuh. They was lost at poker and they stay lost. Let me tell yuh, old coyote, what I think of your plan. It's low and onery," says I, "only it's worse than that. Yuh settin' here with your white hands, plannin' to rob honest people out of their hard earned money. Ain't yuh ashamed of yourself? The bars ought to be holdin' your kind in. A menace to the community, that's what yuh are. A spottin' the fair name of our country and heapin' opprobrium on our citizenship!" I heard that once at a Cactus election and memorized it, expectin' some time to turn it loose. Yuh'd a thought he'd a dried up and blown away, but not him. I reckon a blast furnace would a give him a chill.

"Some one's been pretty busy rustlin' cattle in Pecos County," he says, meaningly. So they had, but I didn't tell him I was on their trail. A closed mouth is better than much wisdom, accordin' to the preachers. There was another of them long silences, with Danby shufflin' his feet nervous and the Tumblin' K man frozen to a statue. It began to grow uncomfortable with them watchin' me like a hawk, meditatin' on the taste of a sparrow. Finally Four Finger takes the bit in his teeth and his tongue runs away with him.

"Talk about low down," he hisses, the same as the feller who played "Jack the Ripper" in the "London Tragedy" at the opery house. "Wormin' into our confidences only to betray us. We may be coyotes but we ain't no relatives to a polecat. I could tell yuh some things about your past, old timer, that would make your hair rise."

"As for polecats," I says, "I'm a pretty good imitation. Leave me alone and I'm harmless as a kitten; disturb me and the whole neighborhood suffers."

"It was back in Kentucky some years ago," he says, in a dreamy tone, "and I learned of a young feller who was so absent-minded that by mistake he took some money belongin' to a bank. It raised an awful lot of talk. So the young feller, who was sensitive, slipped out between two days. He took to rustlin' cattle in Pecos, drinkin' whiskey and raisin' the devil general. Then when some gents come along and offer to do the right thing by him, he lays down, hollerin', 'I'm good, I'm good and virtuous,' like a Mexican gettin' religion."

I could a stood all that, even his insinuations about my not knowin' my own cattle, but just about now he makes a bad break. Ever know men that way? They're worst than a locoed horse about stoppin'. It seems their mouth is their safety valve and they just got to shoot off or bust. It was that way with Four Finger. Continuin', he said:

"There was a girl back there this young buck was in love with, but when they put it up to him and she finds out he's taken the money, why she just gives him the mitten. Of course, he takes it bad and"—the rest of Four Finger's tale was lost, cause I leans over and soaks him one on the mouth. I was so allfired mad that I clean forgot about my gun until it was too late. The Tumblin' K man joins in and as he's some scrapper we was havin' a pretty lively time. When it's at the most interestin' part, Danby turns insurgent, and the room becomes so

full of fists yuh couldn't a counted them with an addin' machine. It's a sure peachy scrap. Four Finger polls the deciding vote by tapping me on the head with the butt of his gun. After that I'm *horus de combat*, as the French say.

I came to with little shivers running up and down my spine. The place is damp and mouldy, with just a speck of daylight at the top. By reaching out I could touch the walls, and a few slimy things such as frogs and snakes. It don't take no number nine brain to figure out that I'm in a well, but there ain't a rope to climb out, not even an elevator. A bright idea tells me they've lowered me down after that rap on the head and then taken away the necessary. Even my gun is gone, so I can't signal, but as there ain't no one within ten miles I can't say as that caused me much sorrow. Cussin' not helping much, except to relieve my nerves, I try to use my think tank. This would 'a been pie for Diamond Dick or Frank Merriwell, so why not for Bud? I thought for awhile of makin' a rope of the snakes and stringin' the frogs at intervals for handholds, but finally decides it won't do. My next idea turns out to be all wool and a yard wide.

The well was all lined with bricks and being old, they came away easy. With my knife, a bet Four Finger overlooks, I cut the mortar away and made steps. Twice I fell, squashing a considerable number of squirmin' things, but I finally crawls over the top none the worse except for dirt. Honey Girl was waiting for me, reins dangling on the ground, which was another mistake of Mr. Four Finger.

That ride wasn't what yuh might call hilarious. Every step of the horse jogged some memory into life. We was hittin' it up pretty fast, so they came thick and plentiful. That business about not knowing my own cows didn't bother me none at all. It was a bluff of Whiskers. I misdoubt but he did it himself, which explains why I was found in his company. No, that wouldn't lose me sleep, but something else he said would. Forgetting is a funny business. When I go to town the errants I want to remember I always forget. Say I want a new hat, with a rattlesnake band, or a pair of chaps made of angora goat skin. Do I get 'em? Not much. I come away with a pair of spurs I don't need and some new shirts and it ain't until I get back that I find they wasn't what I wanted at all. But when I try to forget I just can't.

I once saw a man the Navahoes had got. They hadn't done a thing to him but rip him wide open. Then the medicine man rubs him with some kind of an herb so the wounds won't close. He lived quite a spell that way, all cut to ribbons and the doctors never could cure him, because he won't heal.

That's what Four Finger had done to me with his talk of Kentucky. I couldn't have explained it any way, but she might have taken me on faith. Often times a man confesses things he never done. If it had been another man and I'd a gone to him and told him there was parts I couldn't deny, but to just wait and see, he'd have said, "Sure, take your time." Women are different in that way; what they can't see they won't believe.

"The money is gone," she says to me.

"Yes," says I.

"And you don't deny taking it?" she says.

"No, but you ought to take me on faith for a little while," I says. "If the bank people are willing to do it, and they are the ones who have lost the money, yuh might do the same."

"I hate a thief," says she. "If you had killed your grandmother or burned down an orphan asylum, I could forgive you. But a thief is always a thief." Then she begins to cry, resting her head against a big oak tree. "Go way," she sobs. "Please go away. I never want to see you again."

That's what Four Finger done—brings up the sight of her cryin' her heart out against that tree. I can see her yet, her head just a spot of gold against the black bark and her shoulders rising and falling under her thin white dress. The soft old Kentucky wind was blowing her hair out into little curls, so once in awhile I could catch a good look at a flushed cheek and a little pink ear. So I came away and never went back. Not much of a romance, is it? No bean shooter



I LET GO AT THE PONY'S NEAR FORELEG

would spoil the biscuits reading it. But it meant a lot to me. Since then when I see a woman I'm very polite, but frozen.

The bank never made any fuss about it, so I suppose someone squared them, and it's a good thing too, for while I took the blame I don't intend to go to jail for a crime I never committed. I said I did, but I didn't, and people are welcome to make the most they can out of that.

The idea of her married with a lot of kids pullin' at her skirt don't bother me most of the time. I used to could see pictures in the roundup fires when the boys was all layin' around smokin' and the cattle grazin' quite a long way off, but they didn't last. Now I don't think much about it, except when the boss asks me to dinner—which he does quite frequent, because I don't use my knife when I should my fork and my fingers when I should my knife—and I see his wife fussing around or playing with the young 'uns. Yuh forget a lot of things in the cow country; how to talk decent, how to keep as clean as yuh should and the way your parents brought yuh up. Yuh forget all that, but yuh remember a lot more. I never seen a feller yet but swore by some punk little eastern state. Maybe it's Maryland or Virginia, or my own Kentucky, but according to him the people back there are the finest, the women the most beautiful and the horses the fastest of any place in the world. I started out to say I hadn't forgotten, even though it did hurt at times, so we'll just leave it go at that.

In about thirty minutes by climbing half a dozen arroyos we came to the stage road where it hit Byrd's canyon. I clumb down and took a peek around the corner. Sure enough, they had stuck up the stage. The horses had been cut loose, old Dad the driver was layin' on the bank, but whether dead or not yuh couldn't tell. Further along Danby was watching the road while the Tumblin' K man was helpin' Four Finger lift a heavy sack to the back of his horse. That was all I seen then; later I saw someone else. What was I going to do? One way yuh look at it I was a second Bonepart, t'other a damn fool.

Leading Honey Girl back a little I started her at the curve, whoopin' like a regiment. "Come on boys," I hollers, waving my hat and beckonin' behind me. "We've got 'em." It worked beautiful. Danby, although he was furthest away, seen me first, and went off lickety-split. After him, like he had a most important engagement, went Four Finger, but Tumblin' K stayed behind to see what would happen. He took one crack at me that sent my hat floatin' peaceful as a duck on the bosom of Byrd's Creek. I was thinking of saying my prayers when he cracks down again and misses. Right then I caught sight of the girl. She bent down and picking up a rock flung it square at Tumblin' K. Of course, she missed, or yuh could call me a liar. That is, she missed his head, which she aimed for, but she did hit his hand. The gun went off, the bullet again kickin' up a little spurt of dust, and then it falls into the road.

We went by the stage as though it was goin' backward. Old Dad shouts something and the girl waves her hand. As there ain't a pony this side the Mississippi that can keep up with Honey Girl, it wasn't long before we caught up with Tumblin' K. I uncoiled my rope and let go at the pony's near fore leg. We then sit back tight while Tumblin' K outdoes himself and shows us the whole alphabet. The pony gets up, looking sort of astonished, but the man remains where he is. Findin' there ain't no bones broken, I totes him back with me, the pony following.

"Yuh old idiot," I says to Dad, "why didn't yuh throw up your hands as per orders. There ain't no sense in takin' risks."

"So I see," he says, grinning at me. "Fix up my shoulder and then roll me a smoke." While I'm fixing a sling from a red silk bandanna he leans over and whispers: "Do yuh know any one around here by the name of Randolph? Ouch! I'd sooner be shot again than doctored by yuh."

"Who's asking for Randolph?" I says, casual like.

"The little girl. She seems plumb crazy to locate him."

"Randolph," says I, rising to my feet and speakin' out loud. "There was a skunk by that name from Kentucky who was hung for murdering old women and kids."

"It ain't so," only she says "isn't." "He is not capable of such things."

"Miss," I says, sternly, "what do yuh know about this person?" She stood lookin' at me, twistin' her handkerchief between her fingers like she wanted to tear it into tiny bits. All at once she gave a little shriek and slipped to the ground. We couldn't tell whether she was weeping or not, cause she had on a heavy veil, but her shoulders was shakin' in a way I kinda remembered.

"Look what yuh done, yuh big galoot," says Dad. "If I was well I'd whulp yuh good and plenty."

"Shut up, old man," says I, "ain't I got a right to slander myself?" I walked over and lifted her veil. Gawd, I didn't know I could love so much! It seemed as though all the times I had missed her were bunched together and were trying to crowd into my heart at once. Texas was wiped off the map. We were back in Kentucky, nothing but two kids and happy.



"YOU LOVE ME, JIM?" SHE ASKS

"Where's your husband?" I says, havin' a hard time to get the words out.

"Who? My husband?" giving a little laugh that was half a sob. "Oh, he isn't here." Don't sound very sensible, does it, yet it satisfied me. He wasn't here, and that helped some with her not seemin' to care over much. I don't wish no one any harm, but I sure hoped he was wearin' a wooden overcoat. We looked at each other so long that Dad began to get nervous.

"Get busy," says he, "and we'll hitch up and go on. The boys ought to know about this."

I could have wrung his old neck. It seemed to bring her to her senses though, for she scrambled to her feet, dustin' her shoes and fixin' her hat on straight. Beautiful, you say? I don't know what you'd a thought about her, but to me she was beautiful—and then some. Not just good lookin', but sweet and dainty. If yuh was a kid and had to pick out a mother yuh sure woulda chosen her. She might have spoiled yuh a little, the way every good woman does, but she'd have kept yuh to the straight and narrow path, too.

"I must be a sight," she says, smiling at me.

"You are," says I. "Fine enough to make angels jealous."

"Do you love me, Jim?" she asks, all of a sudden, caring no more for who might hear than a rose would making love to the sun.

"You got the wrong gent," breaks in Dad, out of pure cussedness, I guess. "His name is Bud Stephens." He was going to say a lot more, none of it to my credit, bein' a jealous old codger, but she gives him one look and he wilts right there. I didn't know about it until she tells me later on. Just then I was too busy tryin' to keep myself from plumpin' down on my knees and groveling in the dust at her feet. I guess she read my answer all right, for she came right up to me and put her hands on my shoulders.

"I found out all about it two years ago," she says. "How Ben went to you and told you we were engaged and how you offered to take the blame for stealing the money so I could be happy. It was noble of you, Jim, but if you knew how I've suffered! Me calling you a thief, too. Sure you don't hate me?"

"I sure do love yuh," I says, my arms tightening around her.

"You must let me finish," she says, not even tryin' to get away. "After Ben told me, father died, and I went to teaching school. I never could forgive Ben, even though he said he had done it for me. Finally I saved up enough to come out here. Do you want me or don't you? I have enough money left to take me back again, and they are holding the school for me."

Say, were yuh ever hungry and tired and broke and in a strange city and suddenly put your hand in a forgotten pocket and find a ten dollar gold piece, with the fare back home just five eighty, so there is enough left to eat? I was, but it wasn't anything like the feelin' that came over me when she says that. Husband or no husband, she was mine. If she got away from me—well, I bet she wouldn't. Just as I was gettin' ready to tell her how glad I was, Four Finger takes a hand. I might a known he would come back to get that Tumblin' K man.

"Look out," yells Dad, pointing up to a high rock above the road. I swings the girl behind me, prayin' Whiskers will shoot good enough to hit me. He does. The bullet plows along my head, changin' my knees into mush. When I takes notice again there is a huddled heap at the base of the rock, and Dad's gun is still smokin'. Some one says "Ben" in a loud voice, and then I knows who Four Finger is. He was the jasper who stole the money, pretending he was engaged to the girl.

"Your husband is dead, Miss," says Dad.

"My husband," she shrieks, "I never had a husband. I never loved any one but Jim."

"Gee," says old Dad, "but some people is fools for luck."

The only way to learn your railroad is to get out on it and study it

The Death of the Old Year

The blast of whistles and the clang of bells;
The flare of rockets through a sullen sky;
The noise of guns; the clamor and the cry
Of voices surging as a wave that swells,
And breaking, some impending doom foretells;
The sphinx-like clock whose fatal moments fly;—
These say the Old Year is about to die;
Inexorable Time *the last stroke knells*.

Farewell forever, grieving, thou hast fled;
God-given days, so full of light and shade,
From hours of joy to tears and turmoil led,
And earth to hideous war is now betrayed;
Through this black night, sweet Hope, thy radiance shed,
That we may greet the New Year unafraid.

—*Louis M. Grice.*

President Willard Favors Exclusive Federal Regulation of Railroads

IN discussing the status of business as affecting carriers and the possible effect of the dual system of regulation of the railroads; president Willard recently said:

"I think the railroad outlook is more encouraging than it was a year ago. Certainly railroad earnings in the eastern part of the United States must be considered generally satisfactory at the present time. If business conditions remain substantially as at present, I would say that it is likely that earnings for the present fiscal year will be as large as in any previous year. I would hardly feel like predicting now that they will be larger than in any previous year. Net earnings will no doubt be more satisfactory than they were during the last previous fiscal year. I am inclined to think maintenance expenditures will be above the average, but that upon the whole the net results will be looked upon as generally satisfactory.

"I, of course, have no means of knowing what particular problems President Wilson had in mind when he wrote his message. As I view the situation, however, one of the most serious and pressing problems confronting the railroads today is in connection with our system of dual regulation—that is, regulation by the Federal Government and at the same time regulation by the individual States.

"I believe the railroad situation would be much improved if we could have exclusive regulation by a Federal Commission.

"Another matter of equal importance is the labor question. We read constantly of contemplated movements by the labor bodies, intended to bring about higher wages and lessened hours of service. There again I have no means of knowing just what those who are responsible for the contemplated movement expect to accomplish, but whatever burden is added to the railroads in the way of increased labor costs must eventually be fully reflected in the rates which the public must pay for the service which the railroads perform. There is no other way in which the carriers can meet the burden of increased operating costs. I say there is no other way because I do not believe under existing circumstances it will be possible to meet such increased burdens by greater economies in operation.

"I am heartily in favor of a commission of inquiry such as the President suggests and for the reason that I believe that anything which tends to lay before the public the exact truth concerning the railroad situation will in the end be helpful to the carriers. Personally, I am not opposed to governmental regulation of the railroads. In fact, I am convinced that it is better for the railroads themselves that there should be proper supervision and regulation by the Federal Government.

"So far as I have personally observed, I think the State regulating bodies have endeavored to meet the situation fairly; but at the same time the railroad question is so broad that I do not think a system of dual regulation such as we have at the present time can be made to produce satisfactory results, and, further, the business of the railroads has increased so much since the original passage of the Interstate Commerce Law that I believe it will be found, if the whole subject is carefully investigated, that either an enlargement of the commission or a readjustment of its duties has become necessary. That matter, however, could be, and no doubt would be, thoroughly developed by such an inquiry as the President has suggested."

Stupidity or Indifference?

It Matters Not, For the Result is Public Misunderstanding and Antagonism

IT WAS in the New York terminal of a trunk line railroad noted for its prompt, comfortable, and generally efficient service, but it was the night of the blizzard which recently struck that section. Yet with every employe, from the president down, working and working resultfully to keep the tracks open and the trains moving, there had been but a few insignificant delays.

The 5.55 suburban express was jammed full of tired business men and well-to-do women Christmas shoppers bound for their homes in the suburbs when a rail broke in a most important piece of the track. The engine could not get to the train and the 5.55 crowd saw their 6.15 train friends leave on time while they were stuck in the station. Six-twenty came. Some men left the train to find out what was the matter and the occupants of the cars were talking in loud voices and condemning the railroad unmercifully. Several people appealed to the brakeman (apparently the only railroad employe on the train), but no explanation was forthcoming.

Suppose some one of the train crew who knew the situation delaying the train (or, if he did not know it, had taken the trouble to find out), had gone through the train and announced to the passengers at six o'clock or thereabouts, that they would be unavoidably delayed for a little while and that other trains would be running out before theirs; suppose that he had told them of the unexpected and unpreventable situation which had caused the delay—can you imagine the misunderstanding and antagonism against the railroad he would have prevented and the positive good-will he would have created in their stead?

Accidents and delays and unfortunate conditions are bound to crop up on the best regulated and equipped property and there is only one way of relieving such conditions. If the right man, loyal, intelligent, courteous, and interested in his work and his company, is on the job, he can do it.

Education the Basis of Success in Safety Work

John T. Broderick, Supervisor of Special Bureaus, Addresses Mt. Clare Employes

ON December 3, John T. Broderick, supervisor of special bureaus, addressed a large number of our Mt. Clare employes at the noonday meeting in No. 2 machine shop.

He spoke of the great opportunities in America for the skilled workman and of the splendid working conditions which obtain here generally, and developed the thought that with such opportunities, railroad and industrial employes should be particularly careful that they be enabled to take full advantage of them by having strong and perfect bodies. He said that it is instinctive to be careful, that carelessness is the result of habit, and that if safe habits are cultivated instead of unsafe ones, it will result in a large reduction of personal injuries and a consequent increase in material prosperity and happiness among the men.

"Safety is primarily of personal importance," he emphasized, "and no man can afford, either from the standpoint of his own or his family's welfare, to lose a leg or an eye; no money can replace a lost member of the body."

He mentioned the fact that our railroad had recently become a member of the National Safety Council, and that as a result of this membership, we are now receiving the most illuminating and helpful data relative to "Safety" that can be prepared. He spoke of the recent meeting of this body in Philadelphia and of the great interest shown by its members in the prevention of accidents and the welfare of their millions of employes. And he also brought out strongly the fact that the interest of all the officers and men of the Baltimore and Ohio would be the most helpful thing in this great movement on our own railroad.

"The better you are physically," he said, "the better you will be able to perform the work in which you are engaged. The man with an imperfect body is under a handicap which cuts down his production, makes his work harder and decreases his chances for promotion. The prime requisite for a prosperous worker is a safe worker, and one of the greatest menaces the industrial and transportation employes have today is the man who persists in following unsafe practices. He is a menace to himself, to his family and to the employes who have to work near or with him."

He then brought out the fact that in Chicago and New York last year there were more people killed than on all the railroads in the United States, a great many presumably from carelessness, and that this fact is a good proof that conditions on the railroads are being made safe as fast as possible, so far as mechanical preparation, careful construction and intelligent supervision go. Continuing he said: "The Baltimore and Ohio, as a great many of you men already know, was the first large eastern railroad to take up the question of Safety First—to take the first steps toward protecting its employes—toward doing everything possible for the safety and protection of the traveling public. Safety First is something that offers such a broad field of opportunity that every employe should consider himself a member of the Safety Committee, and not only protect himself,

but protect others, and advise them when they are doing things that are unsafe and liable to lead to injury or perhaps death."

He then referred to the fact that our road is cooperating with municipal authorities at many places along our line, to see that the best results are obtained from the Safety campaign, and that it is deeply interested in seeing that conditions are safe not only for its own men, but for citizens along our lines in general.

He emphasized the fact that the Safety movement had been misunderstood and hence ignored by many employes who should have been most vitally interested in it, and that the first move in enlisting a man's interest in the campaign should be to make him understand it thoroughly. He contended that with complete understanding would come an interest in Safety which would be very resultful. And he urged the men to think over the Safety movement for themselves, so that they might understand it better.

He showed that it is particularly important at this time to keep our operations as free from accident as possible on account of the large amount of traffic moving, how even a small delay due to defective equipment or man failure would result in heavy expenses eating into our revenues. And he urged his hearers to take the personal interest in their work which would result in good mechanical conditions, in turn producing smooth operation and increasing business and revenue. "The financial condition of the Company," he explained, "has a very direct bearing on the welfare of its employes, for a prosperous railroad means a prosperous and happy railroad family."

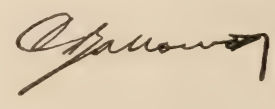
He then pointed out that general manager Galloway had called particular attention to the importance of Safety at his staff meeting of the previous week, and that our general officers are reiterating to their men that Safety First principles are really the very foundation of good and efficient railroading.

"What is Safety First?" he asked. "Many people want to know this. If you will just keep asking yourself this question, its real meaning will soon become clear to you. Think about it whenever you can, and you will soon understand that it is nothing more or less than forming the habit of doing the things that will protect you against accident and possible loss of life. After you acquire the habit, you will find it difficult to break yourself of it. In fact, you will not want to break yourself of it, and the stronger the habit grows, the better off you will be."

Baltimore, December 31, 1915

To All Officers and Employes:

I am glad to acknowledge your loyal and efficient work in the interest of the Baltimore and Ohio Railroad during the past year and send you my best wishes for a Happy and Prosperous New Year.



What Our Passengers Think Of Us

These Letters Will Make You Proud of The Baltimore and Ohio

ONE evening recently a reporter of the Wheeling *Daily News* chanced upon an elderly gentleman sitting in our station in Wheeling and recognized him as Opie Reid, famous as a journalist and literary man.

Mr. Reid cheerfully allowed himself to be interviewed. He talked on various topics, ranging from Henry Clay to the statesmen of the present day and from prohibition to a yellow fever epidemic in Tennessee. The interview was brought to a close by the sound of the train caller's voice, and, according to the *News*, Mr. Reid concluded by saying:

"That's my train, I guess. I'm going over to Chicago to rest up a bit. I always travel on the Baltimore and Ohio when I'm in this section. The boys on the trains are all good fellows. Mr. Six over there at the ticket window is one of the most courteous agents I have ever met. Some of the railroad agents in small towns are indifferent, but Mr. Six is on the job—a man the Baltimore and Ohio should be proud of. They need a few more like him."

This little incident shows how the courtesy of an employe, or, in this particular case, the collective courtesy of many employes, may win for our railroad the friendship and good will of a man whose ability and prominence give weight to every word that he speaks to the public. The fact that Opie Reid is a booster for the Baltimore and Ohio is a very real asset to our road.

If, upon his first contact with one of us, Mr. Reid had received a short answer, or had been subject to some other form of discourteous treatment, there would have been a very different story to tell the reporter when the Baltimore and Ohio was mentioned.

Our officials receive many letters commending different features of our service, cases where intelligent and courteous treatment have been so greatly appreciated by the traveling public that, unsolicited, they have taken the trouble to write us about them. There are some unreasonable individuals, but the great majority of the people with whom we come in contact in our daily work appreciate good service. Above all do they appreciate little attentions that add to their comfort and convenience. Most people are willing to repay kindness and consideration in the same coin.

An old adage says that the way to man's heart is through his stomach. If this be true, the numerous complimentary letters received by E. V. Baugh, superintendent of dining car service, prove that Baltimore and Ohio service has found the way to the hearts of many of our patrons. Here is a letter from Bristow Adams of Cornell University:

MR. E. V. BAUGH, Etc.,

Dear Sir:

I recently had occasion to go from Washington to Ithaca, accompanied by my family, which consists of my wife and four children. Between Washington and Philadelphia we had supper in the dining car in charge of W. G. Thompson. He was so thoughtful, kind, and courteous that I feel you should know about it; and not only did his pleasant manner, but that of the waiter, add materially to the enjoyment of our trip.

This incident is not singled out as in any way exceptional in the management of the Baltimore and Ohio dining service. I have often

thought of writing you in the same vein about the uniformly delightful atmosphere that seems to pervade your dining cars.

(Signed) Bristow Adams.

The highest praise possible is that critical praise bestowed by one artist upon a fellow artist's work. The chef who cooked the Maryland chicken referred to, had good cause to feel proud when he read the following letter received by Mr. Baugh on a patron's slip.

Newark, Ohio, May 13, 1915.

Dear Sir:

I have always preferred the Baltimore and Ohio in going to Chicago; in the past week I told the conductor that the service was perfect. The Maryland chicken was better than I can cook myself, *and I can cook,* too.

(Signed) Mrs. A. Steve,
567 Kibler Avenue,
Newark, Ohio.

It is a difficult matter to please individual passengers in every detail, but it is indeed a colossal task to earn a letter of commendation from an entire organization. Yet many such letters received by Mr. Baugh prove that our dining car service has achieved even that. Here is one of the many:

Mr. E. V. Baugh, Etc.,

Dear Sir:

Crusade Commandery No. 5 have been to Cumberland and returned, and among the brightest spots of a most pleasant trip was the dinner served us in the special diner supplied by you at Cumberland on Tuesday evening last. The menu was thoroughly enjoyed, and the service rendered absolutely satisfactory in every particular. It would not be possible to make any improvement on your efforts to give us good service on that occasion.

It is a pleasure for the writer to state that he is authorized by Crusade Commandery No. 5, M. K. T., to extend to you their thanks for the service rendered. We assure you that it is very much appreciated.

(Signed) Oscar E. Green.

Mr. Baugh has many other letters of the same kind on file—one from a Cincinnati gentleman who writes that he always looks forward to a dinner in one of our dining cars as one of the pleasures of a business trip; another from the Grand Master of the Grand Lodge of Masons of Maryland, strongly commending the service given the lodge on one of their trips, and another from the Reamy Tours, Baltimore, saying that we had given their party the finest dining car service they received on any road while on their trip to the Panama Exposition.

There are many other features of our service that call forth enthusiastic approval from our patrons. The following letter shows how much passengers appreciate our attention to details.

Mr. W. B. Calloway, G. P. A., Etc.,

Dear Sir:

As one of the delegation that went over your road from Cincinnati to attend the National Rivers and Harbors Congress at Washington last week, I wish to express to you my appreciation of the splendid accommodation and attention which your Mr. Thomas West gave us.

There were about twenty-five persons in our party, a number of whom were ladies, and I know that every one of them will subscribe to what is herein said. There were one or two innovations that were especially pleasant and agreeable.

Mr. West was constantly on the job, providing for the comfort and convenience of his passengers, and made us all feel that we were of a specially conducted party. Reservations for our return were made for us without attention on our part.

I thought you might be pleased to know how well we had been cared for and how much we appreciated it.

(Signed) Albert Bettinger.

In a letter to A. W. Thompson, third vice-president, an official of a western railroad says, in part:

"There was one thing that I was particularly interested in, and that was the good braking on your train. There was hardly a jar in the starting or stopping from Chicago to Washington, which in these times is very rare. The braking was the best I have experienced on any road for a long time. Handling of air has always been a hobby of mine, as poor braking is very annoying to passengers."

In another letter to Mr. Thompson, the chief engineer of a middle western road, writes:

"Enjoyed my trip very much and was much impressed with the condition of your roadbed, which shows care and attention to detail all the way through."

Last spring, the Rev. Dr. Carlton D. Harris, editor of the *Baltimore Southern Methodist,* conducted a private party, composed of prominent Baltimoreans, from Baltimore to California and return,

using our line between Baltimore and Chicago both going and returning. Writing in the *Baltimore Southern Methodist*, he compares our service with that of the other lines used, as follows:

"We reached the Monumental City, after having traveled 7,000 miles, within a few minutes of the time scheduled for our arrival before we had left Baltimore. We had but two railroad hitches on the tour—neither on the Baltimore and Ohio. We reached the conclusion, after having traveled on many roads, that it is difficult to find service superior to that of the Baltimore and Ohio under its present management. It invariably evidenced a disposition to do more than its contract called for."

Letters such as these are encouraging to officials and employes alike, but our ideal of railroad service can only be achieved when everyone connected with the Baltimore and Ohio, no matter what his position may be, does everything possible to increase the comfort, convenience and safety of our patrons. There are almost innumerable opportunities presented to us to do this—to the trainman, the ticker seller, the traffic solicitor, the clerk, the train caller, the baggageman, the porter, the superintendent, the waiter, the executive official. Each knows his own sphere best and each knows the opportunities which come his way.

There is a vast amount of satisfaction in making another person more comfortable, happier—especially those less fortunate than we are. Do you ever hold open a station door for a woman with her arms full of bundles? Do you ever ask the dining car steward to seat you where you will be least in the way in case the diner is crowded? Do you ever stop to help a foreigner get the proper directions, or give up your seat in a crowded car, or help a woman by carrying her suit case, or seize any chance to help shoulder any of the burdens that are staggering other people, particularly our passengers?

Of course you do! And better still, you know that the oftener you do, the lighter your own load becomes and the brighter your own day.

Ask yourself now and again—"Am I doing my part to keep this great transportation system going smoothly and successfully?" If you can truthfully answer "Yes," your reward will be richer than money can give—it will come in your own increasing happiness.

Compensation

Emerson

A WISE man will extend this lesson to all parts of life, and know that it is always the part of prudence to face every claimant, and pay every just demand on your time, your talents, or your heart. Always pay; for, first or last, you must pay your entire debt. Persons and events may stand for a time between you and justice, but it is only a postponement. You must pay at last your own debt. If you are wise, you will dread a prosperity which only loads you with more.

Benefit is the end of nature. But for every benefit which you receive, a tax is levied. He is great who confers the most benefits. He is base—and that is the only base thing in the universe—to receive favors and render none. In the order of nature we cannot render benefits to those from whom we receive them, or only seldom. But the benefit we receive must be rendered again, line for line, deed for deed, cent for cent, to somebody.

Beware of too much good staying in your hand. Pay it away quickly in some sort.



The Price

By Walter Grahame

SENATOR FIELDSTONE, his famed vote-compelling smile gone and his pink cheeks a shade paler than usual, stood at a hotel window, staring down on Broadway.

It was a strange, uncanny Broadway that met his gaze. The hurrying crowds, the shrieking taxis and the clanging cars were gone. The street was deserted except for an interminable column of gray clad men who marched swiftly, their heavy boots clumping down on the asphalt with a dull roar that drowned all other sound.

New York had fallen.

The Senator was worried. He had been caught in the city by the swift flanking movement of the invaders and would have to pay a large sum to secure his release. But it was anxiety for his son Dick, only twenty and a month ago a Junior at Yale, that paled his cheeks. The boy was somewhere out on Long Island with what was left of our army, fighting a brave but hopeless fight. If they had been better supplied with artillery and ammunition——.

The door was flung open. Several Red Cross men entered, supporting or carrying wounded comrades. Without heeding the man at the window they laid them down and went out. A moment later one of them returned, leading a man by the arm. Pushing him roughly into the room, he slammed the door and went off whistling.

The man stood helpless, with outstretched arms. He was a tall young fellow, clad in the uniform of a Lieutenant of the United States Army, caked with the mud of the trenches. Across his eyes was a foul, blood-stained bandage.

"Dick!" cried the Senator, huskily. "Dick, what has happened?"

The boy staggered forward, stumbled against a chair and collapsed upon it.

"Oh father, is it you?" he moaned. "We are beaten and my eyes——they're gone. We never had a chance. While we were advancing the shells gave out and our artillery had to stop firing. God! Our fellows were blown to pieces before they could fire a shot."

He sank forward and began to mumble deliriously. The Senator, his face gray, placed a hand upon his shoulder. But the boy straightened himself and seemed to menace his father with an accusing hand.

"God punish the men who voted against guns and ammunition last year," he cried wildly. "God punish them."

When the Senator spoke his voice was that of an old, tired man.

"He *has* punished one of them, very heavily," he said.



LISTEN, MEN!

Sooner or Later You Must Get the "SAFETY HABIT" if You Expect to be Employed by Any Manufacturing Concern or Transportation Company in this Country.

WHY NOT NOW?

Adapted from
American Locomotive Company Bulletin

"The Company Will Do Everything it Can to Support the Safety Movement," Says A. Hunter Boyd, Jr., Assistant General Attorney

THERE was a good turn-out of employes at the Safety meeting held at Mount Clare at noon on Friday, December 17. A sign on the speaker's platform conveyed the information that thirty-two fewer men were injured during the first fifteen days of December than in the first fifteen days of November—a reminder of the benefits derived from the "Safety First" campaign. John Hair, special representative of the Safety Committee, introduced the speaker of the day, A. Hunter Boyd, Jr., assistant general attorney of the Baltimore and Ohio.

Mr. Boyd began a short but very interesting address by saying that there were two reasons why the officers of the Baltimore and Ohio were interested in Safety work. The first was that they did not like to hear of the men who do the work—their fellow employes—being killed or maimed in the performance of their duties. The second reason—not nearly so important in the eyes of the officers—was that money is saved by the prevention of accidents. He then briefly outlined the start and growth of Safety work on the Baltimore and Ohio—the first eastern railroad to apply the principles of "Safety First"—and told how the men, not particularly interested at first, gradually became enthusiastic.

Continuing, the speaker told of the large sums of money expended by the road to safeguard its employes. As an example, he told of a bridge, where, on account of bad clearance, several accidents had occurred. The Safety Committee brought this matter to the attention of the officials of the road and the bridge was rebuilt at a cost of between $30,000 and $40,000. Since this improvement there have been no fatal accidents at that place.

Mr. Boyd then pointed out that although the railroad was always ready to remedy physical defects causing dangerous conditions, most preventable transportation accidents were caused by carelessness and that the only possible remedy for this lay in the interest and cooperation of the men.

In shop work, said the speaker, most injuries are self-inflicted—cases where a man causes injury to a fellow workman being rare. He urged all the men to be careful, saying that if there were two ways of doing a piece of work, one safe and the other unsafe, it is the wish of the management that the workman choose the safe way, even though it is not as quick as the other. He also urged them to make good use of all the guards and other safety appliances supplied for their protection. Of the last twenty-five eye injuries at Mount Clare, eighteen could have been averted by the use of goggles, which are supplied to all men whose work necessitates their use.

Mr. Boyd concluded his address by quoting the following paragraphs of an address made by president Willard at a Safety meeting in Baltimore, some time ago:

"If there is any one thing on the railroad where the interest of the officers, stockholders and employes of every rank should be the same, it is in this one particular move to make *Safety first*. It is better for the men, it is better for their

families, it is better for those who use the road, it is better for those who own the road and better for all of us. *The Company wants to do, and will do, everything it can to support this movement.*

"First of all, the management, speaking through the president, says that it wants the element of Safety *to take precedence over any and everything else at all times and in all places.* There is no stronger or broader way in which I could state that proposition."

After the meeting, the writer had the pleasure of meeting Colonel Peach, who is so enthusiastic about Safety work that he has placed a large "Safety First" sign among a collection of interesting photographs on the walls of the office of machine shop No. 3.

Among those on the speaker's platform were John T. Broderick, supervisor of special bureaus and John Hair, special representative of the Safety Committee.

Classes for Shop Apprentices in Mechanical Drawing and Mathematics at Clifton, S. I.

By Harry Lawrence

SOME time ago the Board of Education of the City of New York decided that it would be advisable to continue the education of boys and girls who have left school and gone to work. In many cases these pupils have not advanced beyond the seventh grade. It was thought that if their education could be continued as much as possible along the lines of their vocation, it would not only be a help to the pupils, but a benefit to their employers.

Therefore, in September, 1914, Mr. M. E. Siegel, representing the Department of Education of the city, suggested to W. H. Averell, then general superintendent of the Staten Island Lines, that continuation classes be organized for the apprentices at Clifton repair shops. The department agreed to pay the instructors and to furnish all necessary equipment, provided that the Company would furnish a passenger car equipped with drawing tables, lights, heat, etc.

Mr. Siegel also suggested that men from the repair shops would make the most desirable instructors. J. Rissick, special apprentice, and H. Lawrence, draftsman, passed the examinations and were placed upon the city's pay roll as instructors in mathematics and mechanical drawing, respectively.

Classes were started in October and continued until the middle of May, when the passenger car was needed for the summer traffic.

In the beginning it was hoped that arrangements could be made to allow any shop helpers who so desired to attend, but after a few weeks' trial this was found to be impracticable, as work in the shop was tied up.

The classes were in session from 4.15 to 5.00 p. m. for mechanical drawing and from 5.00 to 5.45 for mathematics, three days each week. The shops closed at 4.45, and all apprentices received their pay until that time, the remainder of the instruction being on their own time.

As these classes were the first of their kind to be attempted by the Department of Education, the method of instruction was left entirely in the hands of the instructors. However, Mr. Lawrence visited Pratt Institute, Cooper Union, and several High Schools in New York City, and studied their methods of instruction in mechanical drawing.

At first a regular course of drawing for the whole class was attempted, but on account of having machinist, boiler-

maker, carpenter, painter and tinsmith apprentices, this was not very satisfactory. The course was then changed, each apprentice receiving instruction pertaining to his work; for instance, the machinists made drawings of simple parts of locomotives, tools used in shop, etc.; the carpenters, drawings of wooden joints, car timbers, etc; the boilermakers and tinsmiths developments of elbows, riveted joints, etc. As there was only one painter apprentice, he was given the machinist course.

This arrangement proved satisfactory, and the apprentices became much more interested in their work. Somewhat the same method was followed in the mathematics class, with good results.

The course in mechanical drawing was as follows:

First, making copies from blue print plates, of cross sections, radials, simple lettering, studs, bolts, etc.

Second, making freehand sketches of models, such as oil cups, main rod brasses, crank pins, etc., and making working drawings from the sketches.

Third, making drawings, both full size and to scale, from written instructions; this was used particularly for boilermakers and tinsmiths, relative to rivet joints, development of elbows of different shapes, etc.



A PASSENGER COACH MAKES A FINE LECTURE AND DRAUGHTING ROOM FOR THE APPRENTICES

Fourth, standard blue prints of assembled parts, such as main rods, blow off valves, tank valves, etc., were taken and instructions were given to make working drawing of one particular part, to be drawn to a different scale. This last arrangement proved very satisfactory, as the apprentices learned to make drawings, and also to read standard blue prints.

While the classes were in session representatives of the Department of Education visited them frequently. When the classes were discontinued for the summer, the Department was well satisfied with the results achieved.

The attendance at classes averaged as follows: seven machinist, four boilermaker, one tinsmith, one painter and five carpenter apprentices.

The class in mechanical drawing has now been resumed for the season of 1915-16. There are nineteen apprentices attending. The hours have been changed to from 7.15 to 8.15 a. m., Monday, Wednesday and Friday of each week, for mechanical drawing. R. Groeling, chief clerk to master mechanic at Clifton and Staten Island Division MAGAZINE correspondent, is now teaching the class in shop mathematics.

There is no doubt that holding the classes the first thing in the morning is an improvement, as the apprentices are clean and fresh, and can do better work.

Since the organization of these classes the Department of Education has organized other classes along the same lines for the employes of electric railroads, gas companies and manufacturing plants. These classes are open to both young men and girls, and in many cases are not confined to apprentices.

During the week of October 4-9, the Department of Education held an exhibition of technical work at Madison Square Garden. Particular attention was given to night school and continuation class work and anyone who saw the exhibits must have been impressed by the good work being done in helping young men and girls who have gone to work before receiving a High School education.

Life's School

IS it the growth of fluttering spirit wings
That makes me loathe these small material things?
Is it not, rather, in Life's training school
I've restless grown, regardless of the rule
Of a wise Teacher; and impatient ask
For something different from the daily task?
So little have I learned! How could I pass
All unprepared into a higher class?
I *have* learned Love, the first sweet lesson set,
We have it every day—"lest we forget."
But patience is a harder word to spell;
It takes a long, long time to learn it well:
And there are many lessons poorly done;
And some, alas! not even yet begun.
So, humbled, in the lower form I'd stay,
Learning a little wisdom day by day—
And with the lessons, this, above the rest,
The great Head Master of the school knows best
Why in the midst of things so mean and low
He makes a place for human souls to grow
In quiet rooms where graver work is done,
And in God's play-ground, in His wind and sun,
Teaching us faithfulness in little things,
Will give our spirits strength to use their wings.

—*H. C. B.*

Chicago—the Grain Center of the World

By Oscar Wacker

Car Distributer, South Chicago, Ill.

THE United States is the greatest grain producing country in the world. It is also the greatest grain consuming country, and one of the three most important grain exporting countries.

Owing to its geographical position, its land and water transportation facilities and its titanic grain elevators, Chicago is the gate-way between the west and the east. It is like the small end of an inverted horn of fortune, through which the golden flood of grain, harvested in the fertile west, gushes on its way to feed the hungry peoples of the Eastern Hemisphere.

The greater part of this grain is received from the states to the west and southwest as far as Nebraska and Kansas and to the north as far as Minnesota and southern South Dakota. A considerable amount is also received by boats from up the Lakes.

To understand the vastness of this trade it is necessary to know something of the Board of Trade of the City of Chicago, the institution which handles every bushel of grain and every pound of provisions that passes through this gateway.

Many people confuse the functions of the Board of Trade with those of the Board of Trade Exchange. The Chicago Board of Trade does not, as a body, deal in grain or other commodities. It has about 1,600 members, scattered from Liverpool to San Francisco. Many of them are traders, but others, connected in some way with the merchandising or transportation of grain, hold membership, among them being prominent bankers, railroad men, owners of marine shipping, insurance men, elevator agents, millers and telegraph companies.

Although the Board of Trade is not in itself a trading body, it does provide a place where its members may trade and it makes rules to govern their operations. These regulations act, to a certain extent, as a check upon stock manipulation and wild speculation. But the usefulness of this body to the grain trade, and to the commercial interests of the country in general, lies far beyond this local influence. Its agents, stationed in all grain producing parts of the world, gather crop reports and forecasts and other information which the Board gives to the public through the newspapers and its telegraph service. The Board of Trade also conducts a grain sampling and seed inspection department and a weighing department, whose activities will be touched upon later. Above all, it is a body of specialists, in whose judgment implicit confidence can be placed.

The immense business which is transacted on the floor of the Chicago Board of Trade Exchange during the course of a year is best illustrated by actual figures. The movement of grain and provisions during the crop year ending June 30, 1915, was as follows:

	Receipts		Shipments	
Flour	9,329,000	Barrels	8,447,000
Wheat	107,718,000	Bushels	90,678,000
Corn	115,642,000	Bushels	81,692,000
Oats	146,050,000	Bushels	133,178,000
Rye	3,244,000	Bushels	2,506,000
Barley	25,047,000	Bushels	8,395,000
Cured Meats	187,712,000	Pounds	747,313,000
Fresh Meats	693,493,000	Pounds	1,197,630,000
Lard	103,277,000	Pounds	324,778,000
Hay	320,071	Tons	83,672

The Board of Trade Exchange

The Board of Trade Exchange, the so-called "wheat pit" of many a novel and story, comes first to mind when the

Chicago Board of Trade is mentioned. Although this feature of the grain trade may have been over emphasized, to the detriment of the more useful and important functions of the Board of Trade, some description of the Exchange and of the methods of those who trade upon its floor, will be of interest.

The chance visitor, conducted unawares into the visitors' gallery that overlooks the turmoil of the "pits," would be likely to agree with the humorous gentleman who likened it to "a lunatic asylum on a spree."

On the floor of the great bare room are many small tables, covered with samples of grain. This is where the cash grain trading is done. But the eyes of the visitor pass over these comparatively quiet spots and are drawn to the famous pits. There are four of them—one for transactions in wheat, one for corn, one for oats and one for provisions.

About these pits, when trading is brisk, cluster crowds of shouting and wildly gesticulating traders. There is method in these mad gestures, however, and perhaps nowhere else in the world does so much depend upon a nod or a slight motion of the hand.

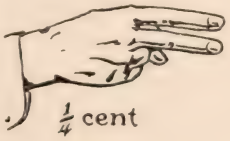


"JIMMIE" BRENNAN SIGNALLING AN ORDER



Because of the turmoil occasioned by the crowd of excited traders seeking to attract attention, and the noise of many telegraph instruments, and because the eye is quicker than the ear, nearly all buying and selling on the floor of the exchange is done in a language of signals.

The hand held horizontally with palm facing the crowd, indicates selling. Turned around with palm facing body, it indicates buying.



The hand clenched represents the even cent, viz.: 90 cents. A finger opened, ⅛; two fingers, ¼; three fingers, ⅜; four fingers, ½; five fingers, ⅝; the fingers still extended closed together, ¾; standing, ⅞, and back again to the clenched hand, a full cent. Then, too, a price having been arrived at by telepathic communication between the eyes of the interested traders, the quantity is likewise determined by the finger sign, each finger upstanding representing 5,000 bushels, and the amount agreed upon by nods or waves of dismissal. Personal responsibility is absolute. All trades are, of course, entered upon the cards at the instant of consummation, and all are the subject of careful checking, both on the exchange floor and in the offices afterward. The infrequency of error is astonishing. The trades must check out absolutely the following day, and differences must be reconciled at once.



The machinery which exists for transmitting an order from a brokerage house to the trading pit, where it is executed, is simple and yet marvelously efficient. We will assume that Harris, Winthrop & Co., who have offices in the Rookery Building, have received an order to sell 10,000 bushels of July wheat. "Jimmie" Brennan, shown in the illustration, plays an important part in the transaction. When the order comes into the broker's office it is immediately placed with an order clerk, who flashes the signal to Jimmie (who is on the trading floor near the wheat pit) by means of an electric-light signal.



Jimmie then hears over the telephone an order to "sell 10-July." He projects two fingers into the air, as shown in the illustration, and the pit representative of Harris, Winthrop & Co., who keeps an eye on him, catches the order, makes the sale and then signals the price by motion of his fingers to Jimmie, who in turn telephones it back to the main office.

The rapidity with which such an order may be executed is wonderful. It is possible for an order to come from some central point in Iowa to the brokers, be executed, and the price telegraphed back to the original sender within five minutes. Orders have been sent from New York to Chicago, executed and the price telegraphed back in less than ten seconds, but of course this was over a private wire, where everything was set for the execution of the order. It is a very common occurrence for private wire houses to make complete transactions within fifteen seconds.





This buying and selling by signals is a matter of trade practice that necessitates the use of eternal vigilance on the part of those who are connected with the execution of orders. It is probable that in no place else in the world is business transacted with so much rapidity and with so few errors as a consequence of that rapidity.

The Price Current Grain Reporter recently came into possession of a letter written by a Kansas woman to her husband, after her first visit to the Exchange. Written with no thought of publication, it gives an ingenuous and intimate account of the impressions received by a chance visitor.

"In the first place," she commences, "the Board of Trade is the noisiest place for men to be doing business in that I ever heard of. You hear the noise long before you get in sight of it, and it is a different noise from anything I ever heard—something like a baseball game, except that it is so steady and continuous. There is a never-stopping undertone of comparatively quiet hollering, touched up every once in a while when somebody gets extra excited or anxious to be heard, or has an extra strong pair of lungs, and shrieks or bellows out louder than anybody else.

"We went in at the big front door on Jackson Boulevard. My companion didn't know any more than I did how to get to the source of the racket, but we asked a guard and he showed us some big marble stairs. They twisted around a little, and then we came out in the visitors' gallery, which is built up at one end of a great big room, mighty bare-looking when you think how rich most of those men are. The first thing that I noticed was that there are stained glass windows at the top of the plain glass ones, which seemed so out of place, somehow. They would be more suitable in some church or temple, I thought, and then I thought that it really was a Temple of Commerce that they were in. The floor was bare and dirty as could be, all over. On one side of the room there are a lot of little tables, sixteen or twenty, I guess, most of them with little paper bags of something that I suppose was seed or grain samples, on top of them. There were four places in the room with round stairs, up and then down like a stile, only in a circle, which I recognized from things I have heard, as 'pits,' and I was even keen enough to see the quotation boards and so figure out myself which was the wheat pit, the corn pit and the oat pit. But I couldn't imagine what the other one was. The men grouped around them all were doing insane-looking things, and yet it was to be supposed that they were sane and knew what they were doing. So I looked around for somebody to ask questions of. I noticed that there was a guard in the balcony and I went over and asked him what the other pit was. He told me it was the provision pit. So I knew that much more.

"The tables, he said, were in the cash grain department, and different firms rent the drawers in them and lock their samples up in the drawers after business hours are over. The sales that are made over there are for real grain and I suppose they pay real money—I mean cash right away—for the business those men do. The pits are for speculative sales, and I am sure I do not know just exactly what that does mean. Most of the men seemed just about crazy. They were waving their arms and wiggling their hands and heads and shaking their fists at each other, and everybody, nearly, was talking or shouting at the top of his voice. And I could not understand one single word of what they said, except that it sounded something like 'semty-semm semneights.' Whether they were saying anything about seventy-anything or not I don't know yet. The guard said they were bidding.

"The wheat pit is the closest to where we sat, so I watched the men in it most of the time. There was one real fat man who did not have any coat on, and had taken off his collar and cuffs. He must have been *some trader*, for he was on the jump all the time, and his face red and dripping from his efforts. And there was a real old man, with benevolent-looking white hair, who should have been home playing with his grandchildren, I thought; he was

not quite so violent in his exertions as most of them, but he did seem so anxious about what he was doing that it was rather pathetic to watch him. I imagine he had been a big man in his day, and may be yet, for all I know. But there was one man, facing us, who was the most interesting of all to watch. He was rather tall and somewhat slim, bald and shiny on top of his head, and what hair he had was so dark by contrast. He was so quiet that he really stood out startlingly from all the rest of the crowd. He made hardly any moves at all, but just stood there with his arms folded, or making a few notes; but you never saw anything so alive as that man's eyes. I know that he was seeing and hearing everything near—his eyes were darting from one place to another like lightning and once in a while, when he would hold up his hand or give a quick nod with his head, it seemed as if he sent real actual lightning out of his eyes, and hit whomever he directed it at. It seemed to me that he was so quiet and so perfectly self-mastered that he was, more than anyone around him, the master of the game they were all playing.

"To make the confusion all the more confusing, one side of the room, or a part of it, was full of telegraphers and telegraph instruments, all buzzing away as hard as they could. There were wires running over the room from this place to the quotation boards and they were sending baskets along with messages in them, like the cash baskets in the Boston store down home. At least I suppose they carried messages. And messenger boys! well, I can assure you, having seen it with my own eyes, that those messenger boys on the Board of Trade here are *speedy* all right. The way they went flying around all over the place, sliding into the man they handed a message to, or took one from, like league baseball players stealing a base, and the number of them, so that they fairly seemed to swarm like flies around a sugar bowl, was a sight to remember.

"One thing that I saw that I don't know anything about is called the 'ticker.' Over close to the telegraph department there are several baskets, with a long string of narrow white paper, 'tape' the guard called it, unrolling from somewhere and filling up the basket, and he said that there were opinions on it. It was most incomprehensible to me, and I did not even try to understand how it did it, or what it was all about, for I knew that I would never succeed. But I hope you can tell me what makes it unroll like it does and where it comes from.

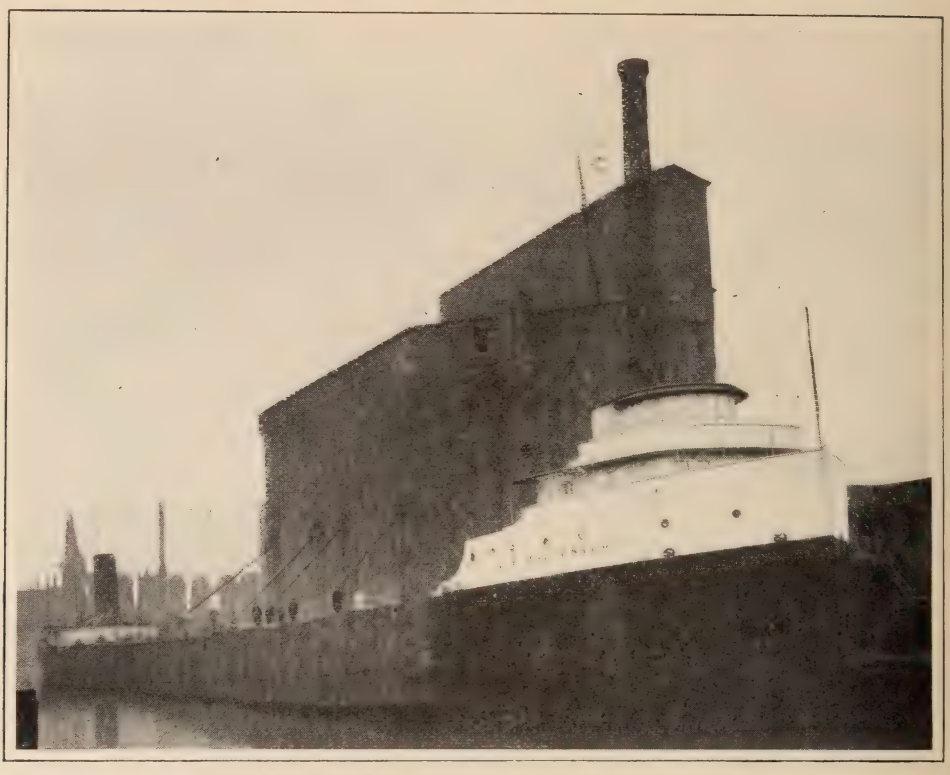
"I think that they ought to build a new Board of Trade here, for the outside of the building, although it has a certain sort of dignity of age, it is the dignity of a man who has seen better days. In my opinion, it is decidedly shabby-looking for the class of people it is supposed to contain to be doing business in. The guard said that they may build a new building some time, and if they do, I hope they can find some way of keeping the floors cleaner, for they are certainly dirty enough—just about as bad as a barn, Frank, with grain and straw and just plain *dirt* thick all over, and the cash grain department a little the worst of all."

Grain Sampling and Seed Inspection Department

This department is utilized by buyers all over the United States and Europe, to approve the quality of grain they purchase. The department employs about forty men and every inspector of samples has been connected with the department for ten years or more. The work of this department seems to be increasing instead of being on the wane, notwithstanding the fact that grain is also inspected in Illinois by the State of Illinois.

The grading of grain is a matter of judgment. An official inspector may consider grain of a certain grade, but the representative of the sampling department may think otherwise and oftentimes grain that has been passed upon by the state and loaded has to be unloaded because hundreds of buyers purchase grain subject to the approval of Robert P. Kettles, chief of the department of grain sampling and seed inspection of the Board of Trade.

This department is especially utilized by the millers of the country. Its func-



THE LARGEST AND NEWEST LAKE GRAIN CARRIER
Loaded with 424,000 Bushels of Corn by the J. Rosenbaum Co. at Irondale Elevator, South Chicago

tions are to verify the samples, and to make moisture tests of various kinds of grain. Too much attention cannot be given to the taking of samples from cars. Mr. Kettles considers this part of the inspection just as important as the grading of the grain itself. Unfortunately, under state inspection, the samplers are not always well qualified for their positions. It necessitates the use of judgment and skill to properly draw a sample, and sometimes when the receipts are large the Illinois inspection department samplers do not give enough attention to procuring an average sample of the car of grain.

This department was not created for profit, but for the purpose of giving the grain trade, whether shipping to this market or buying in it, the best possible service. During a busy day, Mr. Kettles' men will sample as many as 1,000 cars. He has moisture testing facilities for forty-eight cars at a time.

The Samples

Those who have visited the Chicago Board of Trade must be impressed with the fact that all the business of the great institution is not transacted in the pits, for at the left of the grain pits, as one looks from the gallery, there are many sample tables where grain is bought and sold. These samples are the basis of the cash trading. The country dealer who consigns his grain to Chicago, and the commission merchant, who is endeavoring to retain the friendship and business of the country shipper, are, therefore, both very much interested in the sample drawn from the car.

It takes a keen eye, as well as a good nose and a delicate sense of touch, to properly judge grain, but there are many experts in Chicago. The commission merchants are ranked very high as judges and every day after 'Change closes one may see numbers of them crossing the street from the Board to the Insurance

Exchange Building, with grain samples in their arms. The purpose of these trips is to attempt to convince the Illinois State Inspectors that their grading has been wrong, and that the grade ought to be raised on the samples of grain which the commission merchants hold for the shipper. Naturally, the buyers of grain are also good judges of quality. Mixing, which is considered entirely legitimate, and which has been sanctioned by the U. S. Department of Agriculture, requires the purchase of grain which will mix so that the average of the mixture will come up to the grade which the buyer has in contemplation, and still yield a profit.

The Weighing Custodian Department

This is one of the departments created by the Chicago Board of Trade for the purpose of preventing unjust practices and eliminating loose and careless methods, injurious to the entire grain trade. The country shipper and the eastern grain buyer have probably received more benefit through the creation of the Weighing Custodian Department than from any other bureau of the Board. This department is the medium of settlement between buyers and sellers of grain and seed. It furnishes weights that are independent of the interests of either party, and, in so far as accurate weights are concerned, it aids in the equitable adjustment of disputes.

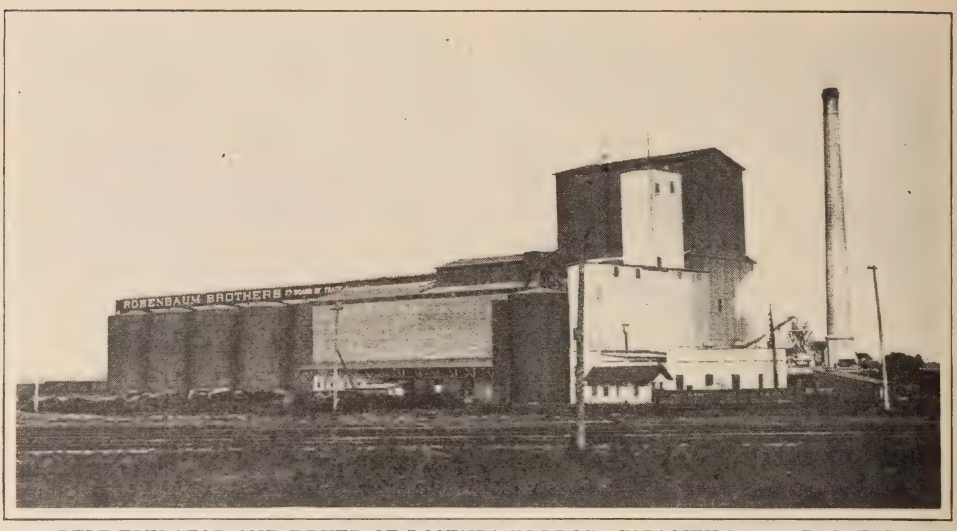
The men who make up the personnel of this department are organized as deputy trackmen, deputy weighmen, scale inspectors, supervisors, office clerks, etc., all under the direction of the weighmaster. Each branch of the department's force has its special duties to perform.

The deputy trackmen are stationed on the track floor of the larger grain elevators to record seals and condition of all cars, and to supervise the loading and unloading of grain. They require that cars be thoroughly cleaned out and swept with a broom, in order that all grain may be accounted for.

The deputy weighmen conduct the weighing at the various elevators and transfer points. They make a careful examination of the scales and see that they are in proper balance before any weighing is done. They also see that the weighing is done forthwith, and make a clear and complete record entry of the weights. The weights recorded by them



THE FINEST GROUP OF ELEVATORS IN CHICAGO—OWNED BY J. ROSENBAUM GRAIN CO



BELT ELEVATOR AND DRYER OF ROSENBAUM BROS.—CAPACITY 2,000,000 BUSHELS
The only Elevator in Chicago District Doing an All-Rail Business

are in every case verified by some recording device, check letter system or by recording the denominations of weights used. A complete report of the condition and weighing of every car is sent to the office of the weighmaster, where it is incorporated in the permanent records of the department.

The scale inspectors attend to the testing of all scales used by the department. To assist them in their work, and to insure accurate weighing machines, the department has supplied itself with a suitable scale, fine testing paraphernalia (which includes master balance), a set of Class A standard test weights, and 100,000 pounds of standard testing weights in fifty pound units. No weighing is permitted on any scale until it has been thoroughly tested and approved by one of the department's scale inspectors.

The supervisors are continually visiting the points where the weighing is done, with a view to maintaining the best of conditions and service.

The department also maintains a car tracing and policing service for the purpose of tracing the movements of cars showing serious weight differences, and to insure effective railroad watching service for cars while stored in railroad yards.

To guide the employes of the weighing department in their duties of weighing grain, handling scales, examining cars, making proper seal records, etc., a set of rules has been adopted and a copy of these rules is furnished to each employe. Regulations have also been adopted for the guidance and information of the manufacturers and builders of scales, and the constructors of elevators. These regulations govern the installation of scales and the weighing of grain to and from cars, lake craft, and canal boats. Their enforcement entirely eliminates all conditions conducive to carelessness, waste and error.

Chicago's Grain Elevators

Chicago has the greatest grain storage capacity of any city in the world, its elevators holding a total of some 44,000,000 bushels.

The elevators of the South Chicago Elevator Company, located at 93rd Street and Harbor Avenue, South Chicago, have a capacity of 4,500,000 bushels. Their "C" house has a loading and unloading capacity of 160 cars in and out, a total of 320 cars per ten hours. "C" house has unloaded in twelve hours, 198 cars, averaging 1,000 to 1,600 bushels per car. Their "D" house has a loading and unloading capacity of eighty cars in

and out, a total of 160 cars per ten hours. "D" house once loaded for the Baltimore and Ohio to Baltimore, 116 cars (averaging 66,000 to 88,000 pounds of corn per car) in eight hours. At the same time it unloaded seventy-eight cars, averaging 1,000 to 1,600 bushels per car.

During the year of 1914 this elevator received 18,665 cars and six boat loads of grain, a total of 26,828,660 bushels, and shipped 12,158 cars and 102 boat loads, a total of 26,286,391 bushels.

The Belt Elevator, owned by Rosenbaum Bros., at 87th Street and Stewart Avenue, is an all-rail house. This elevator has twelve legs or chutes, can unload and load 150 cars per day, a total of 300 cars, and has a capacity of 1,500,000 bushels. The bleacher has a capacity of from 3,000 to 5,000 bushels per hour and the dryer 30,000 bushels every twenty-four hours.

The J. Rosenbaum "A" and "B" elevator, located at 102nd Street and Calumet River, South Chicago, has a storage capacity of 2,200,000 bushels. Its unloading capacity is 150 cars in ten hours and its loading capacity 200 cars in the same period. Loading into vessels, these elevators can handle 40,000 bushels per hour, and unloading from vessels, 15,000 bushels per hour. This elevator is built entirely of wood covered with corrugated iron.

The Irondale Elevator, 107th Street and Calumet River, was built in 1901. It has a storage capacity of 1,000,000 bushels. In ten hours it can load 150 cars and unload 125 cars. It can load 60,000 bushels of grain per hour into vessels. The grain drying capacity is 75,000 bushels in twenty-four hours. This elevator is of concrete and steel construction, and is equipped with eight 2,000 bushel hopper scales.

The insurance rate on an elevator built of wood covered with corrugated iron is $2.25 per 100; on a concrete and steel elevator, 31½ cents per 100.

The Rialto Elevator, located at 104th Street and Calumet River, was built in 1901 by the Nye and Jenks Grain Co. It is of concrete and steel construction and has a capacity of 1,000,000 bushels. It has five receiving legs, five shipping legs, five car loading chutes and eight vessel loading chutes. Its loading capacity is 16,000 bushels per hour and its receiving and shipping capacity 150 cars per day each way. Its best record for loading is ninety cars in four hours. It has also loaded 190,000 bushels of



EIGHTY-FOUR CAR—5600 TON GRAIN TRAIN
Leaving Hammond Yard for Locust Point Export. Note Excellent Condition of Roadbed



COOPERING GRAIN CARS

corn into a vessel in two hours and forty minutes. The first 100,000 bushels went into the vessel in forty minutes.

The Santa Fe Elevator, at 27th and Robey Streets, Chicago, is operated by the Armour Grain Company. It has a total capacity of 1,400,000 bushels—400,000 bushels in frame working house and 1,000,000 bushels in thirty-five cylindrical concrete storage bins and twenty-four interspace bins. This elevator is equipped with grain dryers, oat bleachers and batteries of oat clippers and cleaners. A short summary of the grain handled in three months, in 1914, is as follows:

	Cars Received	Total Bushels	Bushels Loaded Into Cars and Vessels
July.....	3,512	4,649,232	3,995,225
August.....	2,370	3,649,568	4,595,240
September....	3,533	4,695,539	4,695,539

On July 22, 1914, this house unloaded 152 cars, containing 205,218 bushels, and on the same date shipped 265,267 bushels by boat and cars. On July 25, they unloaded 115 cars, containing 150,668 bushels, and on the same date shipped 510,500 bushels by vessels and cars. The working day is ten hours.

One of the best days made by this elevator was during this same period, when, in ten hours, they unloaded 150 cars and shipped 175 cars, and at the same time clipped 100,000 bushels of oats, sulphurized 25,000 bushels of oats and cleaned 50,000 bushels of wheat.

Work has been started upon the new grain elevators of the Armour Grain Co., on the bank of the Calumet River at East 120th Street. When completed they will be among the largest granaries in the world.

The first elevator, which will be rushed to completion, will have a capacity of 3,000,000 bushels, and when all the elevators are completed the capacity of the plant will be about 10,000,000 bushels.

This granary will be constructed in a series of silos, each with a capacity of about 100,000 bushels. It was expected to have the first elevator ready to receive grain by January 1, 1916.

When the elevators are completed the Armour Grain Co. will employ a large force of men. There will be a forty-track railroad yard, now being graded by the C. & N. W. R. R., which will accommodate hundreds of grain cars. The capacity of the elevators is estimated at 360 cars daily.

The marine tower to be built facing the wharves will be one of the largest in the country. It will be equipped with facilities for unloading, by the use of huge suction pipes, 20,000 bushels of grain an hour from the holds of vessels.

When loading, its spouts will be able to discharge 120,000 bushels an hour.

With these added facilities for handling grain, South Chicago promises to become one of the most important grain shipping points on the great lakes.

Coopering Grain Cars Preparatory to Loading

The coopering of grain cars preparatory to loading is now usually done by arrangements made between the Grain Door Reclamation and Cooperage Bureau and the railroads handling grain shipments, forming, so to speak, "Standard Coopering." Some coopering is done at the elevators and some in the railroad yards. Our grain storage and cooperage yard is located just east of Wolf Lake and is known as Hammond Yard. Here the empty grain cars are stored, ready, at a moment's notice, to be delivered to elevators for loading. This yard has eleven tracks, with a capacity of about 800 cars. There are stored here at *all times* 350 empty grain cars, of which 250 are coopered. Besides this yard, we have some cars stored at the Wolf Lake and at the 90th Street Yards, South Chicago, these two latter being similarly equipped. Quick or small grain orders are supplied from one of these two yards, which are all fully equipped for minute car inspection and repairing, so that when a car leaves any of our yards, it is in fit condition to load grain at the elevators.

When our grain cars arrive at the elevators (all of which are located on tracks of the various Belt and connecting lines), they are again inspected by inspectors of the line the elevator is located upon, and then by coopers of the Cooperage Bureau. As these inspections must be made before a car is placed under the elevator for loading, it can readily be seen that a grain car must be a good car. As a speaker once said at a joint meeting of railroad officials and the employes of the Weighing and Cooperage Bureaus, "A grain car in the freight business is analogous to a Pullman passenger car in the passenger department."



R. R. HUGGINS
Assistant Freight Agent, South Chicago

Distribution of Cars

The department of the car distributer has become one of the main factors in the handling of grain shipments. A system has been put into effect whereby grain orders from connecting railroads and elevators are filled in the speediest manner possible. This system is the result of careful study, cooperation and attention. It is an every day occurrence to receive three or four, sometimes eight or ten, orders for fifty or more cars each between three to five o'clock in the afternoon (this is at the daily close of business on the Board of Trade), cars to be under the elevators, coopered for loading by 7.00 a. m. the following morning.

Recently, the car distributer, between 3.15 p. m. and 3.55 p. m., received seven orders aggregating 587 cars from seven different elevators situated on four different railroad connections. Such service can be accomplished only by hearty cooperation between the trainmaster, freight agent, general shop foreman and car distributer's offices. And service is what counts, now-a-days.

Forwarding Grain Shipments

The car distributer's office is not confined to the distribution of empty cars for loading. It is also charged with a general supervision of the forwarding of cars when loaded, with the assistance of the various department heads named above; and with the duty of keeping the cars moving from the time they are delivered to connecting lines until they are back again on our own rails. The car distributer is compelled to keep in close touch with the traffic department, shipper, superintendent of elevator, and agent of the connecting lines, in order to keep the division superintendent's office thoroughly posted as to the movement of shipments in the South Chicago District. All of this business is handled through the Wolf Lake and Indiana Harbor offices. With the interest that everyone here displays in this grain movement, we are putting our grain trains into Locust Point in from three to four days. Considering the extremely heavy movements of merchandise, live stock, fresh meats, and numerous other commodities that emanate in the Chicago district, willingness on the part of everyone connected with this movement on our line must be a factor, and only through this cooperation and willingness can we keep up this good work.

With these facts regarding the grain trade, the writer has tried to convey to everyone connected with the handling of *all our freight trains*, containing not only grain, but every other commodity, what cooperation and harmony with, and loyalty to your superior officers and fellow employes, will result in. Finally, I want to direct your attention to the watchword used by all of us at South Chicago:

"Service Counts."

The Firing Line

For glory? For good? For fortune or fame?
Why, ho for the front where the battle is on!
Leave the rear to the dolt, the lazy, the lame;
Go forward as ever the valiant have gone;
Whether city or field, whether mountain or mine,
Go forward, right on to the Firing Line.

Whether newsboy or plowboy, cowboy or clerk,
Fight forward, be ready, be steady, be first;
Be fairest, be bravest, be best at your work;
Exult and be glad; dare to hunger, to thirst,
As David, as Alfred—let dogs skulk and whine—
There is room but for men on the Firing Line.

Aye, the place to fight and the place to fall—
As fall we must, all in God's good time—
It is where the manliest man is the wall,
Where boys are as men in their pride and prime,
Where glory gleams brightest, where brightest eyes shine,
Far out on the roaring red Firing Line.

—*Joaquin Miller.*

Advantages of Standard Practices in Locomotive and Car Repairs

Address of M. J. McCarthy, Superintendent of Motive Power, Baltimore and Ohio Southwestern, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

In considering the subject assigned me, the thought first occurs that it has only one side—the favorable one. I do not believe that anyone questions the essentials of standards as applying to every phase of railroad operation. Nobody would question the value of standard practices in connection with the building and maintenance of equipment, or the following of standards in transportation operations. Therefore, I shall refer to the advantages of maintaining standards in repair work.

In a locomotive or car repair shop, standardization begins with the employment and upkeep of forces. On our railroad, for instance, if a mechanic is employed, he must meet certain physical, intellectual and moral requirements. He must pass a medical examination, his habits must be good and such as will not lower the morale of the organization, and he must qualify in the line of work for which he is engaged. Without these regulations and requirements, it is needless to say that the efficiency of the forces would materially decline and the desired conditions would be wanting.

In visiting various railroads and studying their shop conditions, one is impressed with the class of employes engaged and the training given them, as indicated by the manner in which they handle the work, and by their general shop conduct. If the standard intellectual and moral requirements are high, this will be plainly in evidence and a consequent desirable condition will be apparent. On the other hand, if the morale of the organization shows a low average, the conclusion may be drawn that the regulations governing the employment and training of men are not of a high standard.

The advantages of standard practices in locomotive and car repairs are so numerous that it is almost impossible to designate them all. The most important ones, however, such as increase in output, decrease in cost of output and the material necessary to be carried in stock, are worthy of serious consideration.

The increase in output is the result of being able to make and apply standard parts by systematic methods, which will automatically reduce the cost of production.

With the standardizing of parts and methods of manufacture and application, comes the reduction of material necessary to be carried in stock, which is in itself a very important factor in handling repairs. The liability of error and the use of improper and unsuitable material in applying repair parts are much reduced by the adherence to specified standards as regards form, material and method of application.

The efficiency of shop forces is materially increased under a system which provides for specified methods and practices in preparing locomotives and cars

for repairs, applying the repairs, and inspection after repairs have been made.

In the promotion of harmony and the interests of both the Railroad Company and the employes, and under the piece-work system particularly, the possibility of increased earnings for those engaged in locomotive and car repair work is very apparent.

The use of recognized standards allows the adoption of suitable tools and devices for producing and applying repair parts at a minimum cost to the railroad company and a maximum advantage to those employed in repair work, and with the organization of forces, based on the qualifications of those engaged and the proper selection of leaders or supervisors, the highest efficiency should be obtained.

The necessity of complying with instructions and plans, their proper care and preservation and the use of standard gauges, templets and patterns, should be recognized by all.

With respect to the forces, in my opinion, the first and most important factor is to have a satisfied body of shop men, who will be permitted to work on an average of not less than fifty hours per week. This can be best accomplished by providing a suitable allotment, based on a period of about six months, which will permit of better regulation of forces. The average shop man is usually willing to respond when he is satisfied, and he is satisfied only when he knows that his earnings are going to provide a comfortable livelihood for himself and those dependent upon him. Under such a condition, you can select the best workmen.

On the other hand it is well known that men working at reduced hours—say one-half time—feel that the company employing them is not hard pressed for locomotives and cars, with the result that there is a consequent easing off in machine feed and speed. More especially is this true in shops working under the straight day work system.

When the master mechanic or shop superintendent knows, several months in advance, the amount of money he can use, his planning and scheduling of both labor and material are much easier and he will find, in a great many cases, that the shop mechanic is willing to advance ideas that tend to improve conditions and result in greater efficiency. Shop men as a rule —office men as well—will put forth a little more effort when they are supplied with plenty of work.

It is necessary that the standard of power plant efficiency be high. Too often do we find a shortage of steam, air and electric current to operate lathes, planers, drills and other shop machinery, at anything like their capacity. We have had such experiences; we know of many cases where it has been necessary to cut out rivets on account of low air pressure not permitting work to be properly done, something that is discouraging to both the foreman and the mechanics. This is due, in a great many instances, to shop output requirements going beyond the limit for which the power plants were designed. In other cases, the low efficiency of power plants can be traced to the inferior grade of coal provided; coal that is not suitable for the design of furnace. Run-of-mine coal is often furnished, making it necessary to increase power plant labor cost six or eight dollars per day to break the coal, not taking into account the loss due to shop machinery efficiency being reduced to a considerable extent and line shafting dropping back in speed, thus reducing the output of the high priced machine operatives.

Another item for serious consideration is the proper lining of main shafting. I have in mind a main shafting recently lined after being found to be over two inches out of alignment. It is easily understood how a great amount of friction would result under such conditions. A number of the older shops on our railroad have line shafting improperly located. In some cases, it is from four to eight feet higher than necessary, thereby adding to the length of belts required for machine operation. This is also true of the location of counter shafting, which in some cases we find from ten to twenty feet from its proper location. These conditions are found and it is sometimes a question whether it would be practicable to make a change unless we were going to adopt motor-drive for machine opera-

tion. Finally, due consideration must be given to the matter of maintaining belting, which is a very important part of the shop equipment.

An important standard practice on locomotive repair work is one whereby a proper method for the local master mechanic, shop superintendent or general foreman can be determined so that he may know, in advance, just what engines are to be shopped. This enables him to make a careful estimate of the requirements of the locomotives, so that material can be ordered in good time, and, in many cases, machined and fitted up so that when engines are shopped there will be no delay caused by having to wait for material. This practice can be arranged by the master mechanic keeping in close touch with the superintendent, who should assist in the scheduling of locomotives for shop attention and seeing that the schedule is adhered to. The cooperation and assistance of the superintendent in this is very necessary, so that the schedules will be followed and handled to the best interests of the shop, as well as the best interests of the divisional service.

Take, for instance, a division which has 120 locomotives. Locomotives, as a rule, are good for twelve months between general repair shoppings. This would mean ten general repair jobs each month. It is apparent, at times, that the superintendents do not devote enough time to this to properly regulate matters so that engines requiring the greatest amount of attention will be handled first. We quite frequently have engines listed as good for one or two months, when their condition is such that by assigning them to service on other parts of the territory (on a division where water conditions are better, or on a shorter division) such engines could be kept in service in some cases for as long as five months after they are shop due from the territory to which they were originally assigned.

In conclusion, I would call attention to the necessity of a full realization, by the shop supervising forces, of the importance of maintaining, as far as possible, the prescribed standard practices, both as to methods and materials, and to the advantage to be gained by giving proper attention to the up-keep of shop machinery and tools.

Apple Orchards Dot the Lines of the Illinois Division

By C. F. White

Dispatcher, Flora, Illinois

A TRIP over the Illinois Division gives one the impression of riding through an immense apple orchard. This is especially true if the trip is taken during picking time, when the apples are being loaded at the stations and on the special spurs that run directly to the orchards.

Some twenty-five years ago the farmers of southern Illinois seemingly had a mania for the setting out of apple trees. Orchard after orchard was planted, but frequently, after planting, the trees were not given proper attention. When these neglected trees came into bearing the crops were so small and the fruit of such poor quality that many of the orchards were abandoned. In some places the trees were cut down and the ground used for other purposes.

To secure apple crops of sufficient quantity, and of high enough quality to be profitable, it is necessary that the ground be properly cultivated and the



No. 1

trees sprayed and kept clear of vermin. Many apple buyers will not purchase fruit from an orchard which has not been given proper care.

General farming and apple growing are two distinct fields of endeavor. The general farmer does not often care to invest his money in orchards or to spend his time in the cultivating, picking and barreling of apples.

If the professional apple grower is unable to sell his stock at a profitable price he places the apples in cold storage until conditions improve and he can get a fair return for his crop. Farmers usually do not care to do this.



No. 3



No. 2

During the last few years southern Illinois has come under the notice of eastern apple growers, some of whom have leased orchards or bought them outright. After seeing the result of giving these orchards proper attention for a time, these men have become convinced that in southern Illinois both climate and soil are peculiarly adapted to the growing of apples. The pictures on this and the opposite page, reading in succession, Nos. 1, 2, 3 and 4, form a panorama of one of our largest and best orchards, and give a good idea of the properties of some of the individual owners, and the extent of the industry.



No. 4

A farmer living along the line of the Baltimore and Ohio owned an orchard of some forty or sixty acres. After several crop failures he decided to have the ground cleared, and tried to get some one to cut down the trees for the sake of the wood. Apple tree butts are a tough proposition when the kitchen fire gets low, and no one seemed over anxious to tackle the job. Just then an Eastern apple grower happened along and leased the orchard at the rate of five dollars an acre. After two years of proper cultivation it produced a crop valued at $7500. Another case was that of a grower who bought an abandoned orchard at a very low figure. After giving the orchard proper care for two years he sold this year's crop for an amount in excess of the purchase price.

Illinois orchards are usually from forty to eighty acres in extent, forty acres being considered the right size for one man to care for. With proper methods of cultivation an orchard should produce one hundred barrels of barrel stock to the acre, at an average value of $3.00 a barrel. The bulk and cider stock should defray the expense of picking and barreling.

In Illinois, orchards can be bought at an average price of $100 an acre, which is very low when compared with prices in other states. If these orchards received the same careful attention as do those of Oregon and the northwest, much larger production and much higher quality would result.



AN ORCHARD NEAR FLORA, ILL.—APPLES, APPLES, EVERYWHERE

The leading apple of this section is the Ben Davis, an excellent cooking apple. Other apples, such as the Jonathan, Grimes and Wine Sap, are also grown, but not so extensively as the Ben Davis.

Illinois shippers have an advantage over those of the northwest; they are nearer the markets and have a lower freight rate and thus can sell their apples at a much lower price. In the past, most of the shipments have been made to the



LANE IN ORCHARD NEAR OLNEY, ILLINOIS, FLANKED BY TREES GROANING UNDER LOADS OF LUSCIOUS FRUIT

southern markets, but the shippers say that in 1915 the northern shipments have been as large as the southern.

During the months of September and October 2723 cars of apples were loaded and forwarded on the Illinois Division. This is about one million three hundred thousand bushels of apples and represents a value of about $1,000,000. Most of the apples were grown in Clay and Richland counties. The largest number of cars were forwarded from Flora and Olney, but Claremont, Sumner, Xenia, Iuka, Salem, Louis and Cisne were also



IN FRONT OF THE FLORA FREIGHT HOUSE—READY FOR MARKET

heavy loading stations. There are still over two hundred carloads in storage at Flora.

On November 1, the office force at Flora presented Mr. Thompson and his party, who were on an inspection tour of the Southwestern, with a basket of choice apples, obtained through the courtesy of one of the largest shippers in this district, Col. J. Mack Tanner, son of ex-governor John R. Tanner of Illinois. That the apples were appreciated is shown by the following letter from Mr. Thompson:

"On Line, November 1, 1915.

Office Force,

Baltimore and Ohio Railroad,
Flora, Ill.,

Gentlemen: In behalf of the members of our inspection party (and for myself) I wish to express my most sincere appreciation of your thoughtfulness in placing on my car this morning the basket of delicious apples grown in the vicinity of Flora. Am sorry that I did not see them before the train started, as I should have liked to thank you personally.

It is hardly necessary, of course, to say that they were (and are being) thoroughly enjoyed. (I am trying to dictate this note and eat one of the apples at the same time.) Have noted what you say about being unable to secure the best grade on account of the lateness of the season and am thereby persuaded that I have missed a great pleasure, since by the most vivid stretch of my imagination I can not picture apples of more pleasing appearance or delicious taste than those you sent. Certainly, it is not surprising that such large shipments have gone forward from this territory.

Please accept my thanks, individually and collectively, and believe me to be,

Sincerely yours,

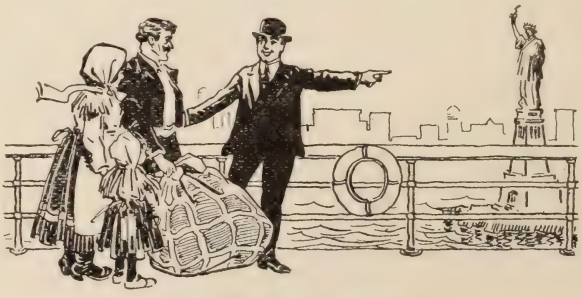
A. W. Thompson."

What About Our Foreigners?

From the "Commonwealther"

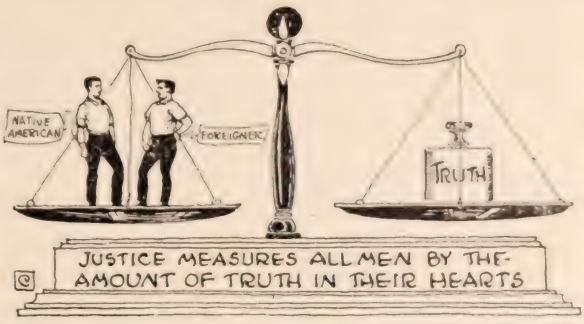
Published in the Interest of its Employes by the Commonwealth Steel Company, Granite City, Ill.

AVERY large number of Commonwealthers are foreigners. I am glad of it! *If we had not had foreigners, we would not have had "America"!* We are, or our forbears were, all foreigners. The longing for a land of freedom, conscience and opportunity (provided the longing is there, and it is in many, to our personal knowledge) is as sacred to the 1915 immigrant as it was to the immigrants on the Mayflower in 1620. *Not Where's he from?, but What's in his heart? is the test in this country of—Who's an American?*



THE LAND OF OPPORTUNITY
Adapted from "Crane-ing"

Some of our present day foreigners are very superior men and women. Many have their suspicions, their prejudices, their weaknesses, their ignorances—but so have the rest of us. And why shouldn't they have, considering their history? Don't blame the seed for not being a flower—give the foreigners time and a chance. What



are we doing to help them emerge into the light of what America should mean to them? Are we always an example to them of what we want them to be? Some are *inferior?* Yes, occasionally, but then remember, there are some inferior Americans, too. But very many are honest, simple, hardworking folk, who are only seeking a better country and a fair chance. Many, too, have shown great courage and faith in breaking loose and coming here. *They are fertile soil, if properly cultivated, for the harvesting of American ideals, and becoming in themselves or their children, or their children's children, as liberty-loving, honest, industrious, intelligent, able and homogeneous a people as we can wish for the Nation.*

Do you know that Chas. P. Steinmetz, the General Electric Wizard, who is considered the world's greatest electrical engineer, and whose salary would make yours and mine look as a mustard seed, is a foreigner? I have heard him say that, were certain exclusion laws in force when he landed, he would have been barred out. Think of that! What do these United States owe to John Ericson, a Swede, who brought the Monitor to the rescue in the dark civil war days? What do we owe to the honest and sturdy Dutch in Roosevelt—to the sterling foreign stock in even our Washington? What about Carl Schurz and a multitude of other foreigners whose naming our limited space forbids? Our immigrants are not all like them? No, nor are all of us United Statesians like Lincoln. Wouldn't it be fine if we were? But we never can tell—perhaps the foreign lad working by our side is another Steinmetz or Tolstoi.

Ignorance and poverty are not damning in America, provided there is the desire and effort to improve. That's what America is for and what it means to the world—an opportunity to improve.

We need the foreigners. We cannot run our industries without them. They are doing a great part of the hard work of the country. But they, like the rest of us, are largely just human. *Being just human means that proper environment and right example and just treatment and good education are everything!* America is only what we make it! There are stories of injustices to foreigners in this "land of the free" that makes one's blood boil. Are we going to develop the evil in them or the good? Many come as innocent as children full of hope. They are unwholesomely herded in bad conditions, perhaps treated unjustly, tempted and soaked with liquor, lured by vice and given false standards by many of our newspapers. As "Crane-ing" says, "The saloon, one of the few places where they find companionship, demoralizes them physically and mentally, while the papers put before them vicious stories of crime and insinuating pictures—attractive novelties which they never saw in the newspapers in their native countries. They come, wanting a chance to learn. They learn from the saloon and the newspapers."

I love the foreigners. Some of them are as simple as children, loving only good and imbued with a great faith. America needs such. The Commonwealth Steel Company needs such, and it greets and welcomes them. *Let us, like good Samaritans, bind up their wounds that ignorance, having-had-no-chance, injustice, hatred, bigotry, greed and evil have caused and be their brothers and helpers. Let us congratulate them that at last they have a chance to develop the real man within them. There is no danger of our being overwhelmed with un-Americanism, for this country is founded on humanity and is anchored and bulwarked by Truth.* There will be much boiling and seething and commotion in the melting pot, but out

of it only pure gold will come, all the better wearing for any alloy that remains. Let us make these men and women see and know what America stands for. We represent to them its ideals, its friendship. * * *

We want them to find the fruition of their faith. We want them to love America, to love fellowship with us. We want to fit them for good American citizenship * *

The quality of mercy is not strain'd,
It droppeth as the gentle rain from heaven
Upon the place beneath; it is twice blest;
It blesseth him that gives and him that takes.

—*Shakespeare.*



CONSTRUCTION AND CHANGES

Elevation of Our Tracks at Pittsburgh

OUR railroad has in progress at Pittsburgh, Pa., the elimination of grade crossing of its tracks at Liberty Avenue, one of the main thoroughfares of the city, running from the downtown district to the Bloomfield and East-end districts. The Pittsburgh Railways Company operates on this street a double-track railway at the junction of Thirty-third Street and Liberty Avenue. The Baltimore and Ohio now crosses at grade with its double-track main line, over which is carried all through freight and passenger traffic, east and west.

An average of sixty-five trains, forty light engines, 4,100 pedestrians, 1,700 vehicles and 300 street cars—it is estimated that there are nearly 11,000 passengers carried in these cars—use the crossing daily.

The work will consist of elevating the main line tracks of the Company from a point 4,150 feet east of Liberty Avenue to the Allegheny River, the new tracks being raised a maximum of about fifteen feet above the old tracks, for a distance of over a mile, but on practically the same location. The tracks at the new elevation will be carried on a fill from the point of beginning of the new work east of Liberty Avenue to a point 350 feet east of Liberty Avenue, or a distance of approximately 3,800 feet, this fill being sustained by concrete retaining walls on concrete pile foundations. From the end of the fill to the existing railroad bridge over the Allegheny River, where the new elevated tracks will be connected with the present tracks on the bridge, a distance of approximately 2,143 feet, will be constructed a steel viaduct supported by concrete piers on concrete pile foundations.

The work being in such a busy locality offers difficulties in the maintenance of traffic not only on the railroad, but on

adjoining industrial railroad tracks, team tracks, trolley lines and on the streets over which the viaduct portion will be constructed. It will involve approximately 50,000 cubic yards of grading, 3,000 tons of structural steel, 20,000 cubic yards of concrete and 50,000 feet of concrete piling. Special pile driving machines are necessary for use under the old viaduct on Thirty-third Street on account of the limited head room. The concrete will be distributed by compressed air pressure from central mixing plants.

The entire improvement, it is estimated, will cost approximately $750,000, but the results that will eventually be obtained in facilitating railroad and street traffic will more than justify this expenditure. This is one more instance in which the Baltimore and Ohio has shown its interest in the cause of "Safety First."

✣

Important Changes in Operating Department

IMPORTANT changes, effective January 1, have been announced in our operating department.

W. H. Averell, formerly general superintendent of the Wheeling District, was appointed general manager in charge of our New York properties.

Mr. Averell was succeeded by J. F. Keegan, superintendent of the Chicago Division.

J. H. Jackson, superintendent of the Newark Division, was transferred to the Chicago Division.

D. F. Stevens, assistant superintendent of the Monongah Division, was appointed superintendent of the Newark Division, and Hugh Wilson, of the general manager's staff at Baltimore, succeeded Mr. Stevens.

W. T. Lechlider, who resigned as superintendent of the Cleveland Division at Cleveland, Ohio, to become vice-president and general manager of the River Terminal Railroad of Cleveland, was succeeded by H. B. Green, who was transferred from the Wheeling Division.

J. W. Root, trainmaster at Wheeling, was promoted to superintendent of that division.

More extensive notices of these changes will appear in an early issue of the MAGAZINE.

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Walter D. Owens Again Promoted

WALTER D. OWENS has been promoted to auditor of subsidiary lines of the Baltimore and Ohio Railroad, effective at once, succeeding J. L. Kirk, who died recently. He has been chief clerk to the comptroller and secretary of the valuation committee which is assisting government officials in appraising the Company's property, of which committee he will continue to be a member.

Mr. Owens is a native of Baltimore. He was born June 10, 1876, and entered our service in June, 1892, as a clerk in the auditing department. He was promoted in April, 1894, to a position in the comptroller's office, and in March, 1900, became secretary to Major H. D. Bulkley, late comptroller. In 1904 he was advanced to chief clerk of the department.

Besides qualifying as an expert accountant, Mr. Owens attended the law school of the University of Maryland, from which he was graduated in 1903 as prize and honor man of his class. A year before his graduation from law school he was admitted to the bar of the Court of Appeals of Maryland and the Supreme Bench of Baltimore, after having passed the State bar examination with high honor.

E. C. Hanson has been appointed chief clerk to the comptroller, succeeding Mr. Owens.

✣

Traveling Chaperones

MRS. C. H. WHITE, wife of agent at Rockville, Md., and Mrs. Samuel Watkins, wife of agent at Sykesville, Md., have been appointed traveling chaperones. They will have charge of special parties of students and other young women traveling unescorted over our lines, this being the latest idea for the comfort and convenience of the traveling public.

On account of the frequent trips made by students at girls' schools during the holidays, and on other occasions, requiring the services of experienced travelers, the chaperones will be of valuable assistance in imparting information concerning points of interest, and in arranging for tickets, hotel accommodations, baggage transfers and other details of travel, all of which arrangements will be made through the cooperation and approval of school authorities or others interested in such tours. The new appointees have had wide experience in transportation matters.

The traveling chaperones made their first trip on December 16, when they accompanied a party of students of National Park Seminary, a fashionable school for girls at Forest Glen, Md., on a special train from Washington to Chicago. They also accompanied other parties on trips home for the holidays, and returned with them to their respective schools at the close of the vacation period.

It is the plan of the passenger department to retain the traveling chaperones permanently in the organization, as during the year there are numerous parties of young women excursionists who visit Washington and other places of interest in the territory reached by the road. The chaperones will act in the place of parents, who are often unable to accompany their daughters upon these trips.

✣

Third Annual Fellowship Dinner at New York on February 5

THE Baltimore and Ohio-Staten Island Lines employes of the New York Division, will hold their third annual "Fellowship Dinner" on Saturday evening, February 5, 1916, at the Broadway Central Hotel, Broadway at Third Street, Manhattan.

The committee promises that the evening will be one of much enjoyment. An elaborate menu has been arranged, a prominent official will make a short address, after which there will be dancing and a concert by the Glee Club.

In order to make the affair "bigger than ever" the committee requests that you secure reservations for yourself and wife, or best girl, as soon as possible.

Tickets are selling for one-fifty per plate and may be had from your representative on the committee, which is viz:

H. M. Blakeman, *chairman*, Pier 22; R. F. Briody, marine forces; D. J. Buckley, engineer, St. George; E. Decker, agent, Port Richmond, S. I.; H. Holihan, 26th Street; Edward Kehoe, Pier 21, East River; W. K. Seaman, Pier 7, North River; John O'Reilly, Produce Exchange; R. B. Nash, 17 State Street; J. T. McGovern, 17 State Street; A. B. Fulton, 379 Broadway; J. E. Davis, St. George; William Hayes, conductor, St. George; F. Rebban, agent, Clifton; J. W. Turner, stationmaster, St. George; L. E. Hoagland, agent, New Dorp, S. I.

R. M. FREY,
Chairman Dinner Committee.

Rank of Divisions and Districts in Performance of Quick Dispatch Trains, November and December, 1915

DIVISIONS	RANK	
	December	November
Cleveland	1	1
Cumberland E. E.	2	6
Wheeling	3	7
Cumberland W. E.	4	3
Toledo	5	14
Indiana	6	5
Baltimore	7	8
Illinois	8	2
Ohio	9	10
Newark	10	9
Monongah	11	11
Connellsville	12	13
Philadelphia	13	12
New Castle	14	16
Chicago	15	17
Pittsburgh	16	15
New York	17	18
DISTRICTS		
Wheeling	1	1
Cincinnati, Hamilton & Dayton	2	4
Main Line	3	3
Baltimore and Ohio Southwestern	4	2
Pittsburgh	5	5
New York	6	6

Office of
General Superintendent of Transportation
January 11, 1916

Transportation During 1915 and the Prospect for 1916

By J. Hampton Baumgartner
Publicity Representative

THE year 1915 closed with transportation in all its branches more actively engaged than at any other time in the history of the world.

In America the science of transportation was applied to moving the commerce of a nation engaged in peaceful trade pursuits. In Europe and practically the rest of the world the machinery of motion struggled with the task of transporting the armed forces of war, their equipment and supplies to the points of greatest vantage. All other uses to which transportation is put were subordinated to that.

The effect during the closing year of the economic adjustment which was undergone as a result of the war's disruption of world commerce was that, following the business depression in this country, there came a revival during the last six months which, while bringing about an era of prosperity exceeding all expectations, confronted the railroads with a situation without parallel and taxed them to their utmost capacity.

An indication of the growth of business during the last six months is afforded by the reports of the railroads during that period, many of the companies having reached the top figure in earnings and with prospects of still further increases. Railroad managers point to this situation, as fulfilling the prophecy of those who pleaded their cause during the hearings before the Interstate Commerce Commission for permission to increase rates, when it was pointed out that additional revenue would be required to take care of expansion of facilities incident to a quick revival of business. While the decision of the Commission granted the carriers approximately but one-half of what had been asked, it had the wholesome effect of strengthening their credit so that many roads have found it possible to refinance and it is expected that others will shortly be able to replace short time loans by permanent financing.

Immediately following the decision, the roads in the east placed orders for equipment, rails, etc., which were further added to as the increased business developed, all involving new capital charges to an amount, it is believed, in excess of the additional compensation received. The railroads have also benefited largely by the increased gross revenues.

Reviewing the result of the year's operations, officials of the Baltimore and Ohio Railroad—a company typical of the eastern group of carriers as a whole—express a feeling of satisfaction and are optimistic as to the future of this particular road, of railroads in general and of continuing activity so far as it can be foreseen at this time. Our traffic officials, whose duties bring them in contact with the heads of manufacturing and commercial enterprises, report that business in this country is the most extended yet experienced, that mills and factories are working to capacity—and that an increased one—while many new concerns are being developed. There is ample capital offered to carry out development plans; crops, which during the year were abnormally large, are finding a market; labor is enjoying full employment and there is a feeling of confidence, generally, in all branches of industry and commerce.

In touch with conditions in the centers of the iron and steel industry, a recognized barometer of trade, these officials report the mills as booking orders for delivery months ahead, and with the attendant demand for raw materials and fuel, prosperity is reflected through all these rami-

fied branches. From the territory served by us comes a large share of the manufactured articles, iron and steel products, automobiles, foodstuffs and other supplies being exported to Europe; so that the volume of tonnage offered for shipment to Atlantic seaports is regulated in large degree by the availability of vessels to receive it.

The program of rehabilitation and extension of facilities undertaken six years ago by our Company, at a cost of more than $100,000,000, was completed during 1915, and rendered excellent account in the economics of its operation as a result of bettered physical fitness and enlarged plant, making it possible to hold the costs well in hand. The new equipment purchased, additional tracks built, grades reduced and larger motive power included in the program have operated in a steady rise in the trainload and an accompanying decrease in expense.

During 1915 we purchased 6,006 freight cars, fifty passenger cars, thirty Mallet engines and one steel tug, besides which we arranged to build 500 caboose cars in company shops and rebuilt 1,000 cars with new steel hopper bodies, while over fifty miles of new tracks were added to our System.

Evidence of returning confidence in the railroad situation by the investing public is seen in the recent sale by the Baltimore and Ohio of $60,000,000 of refunding and general mortgage bonds bearing five per cent. These bonds were several times over-subscribed as soon as offered to the public, showing the satisfaction with present results and confidence of investors in the future of our property. Our Company is thus enabled to relieve all its short time obligations and have a substantial cash balance for improvements and equipment.

We have already placed orders for upwards of $8,000,000 for equipment to be delivered during the year and arranged for extensive improvements, including $1,500,000 for a new export coal pier at Baltimore, with a capacity of 10,000,000 tons a year, which will be the largest structure of the kind ever designed, and other improvements to be carried on at different points on the System.

Reference very properly should be made in a review of our business during 1915—to the industrial development under way in the Curtis Bay district of Baltimore harbor, adjacent to our tracks. This development embraces no less than a score of large manufacturing concerns that have been and are being established at an approximate cost of $20,000,000. Thousands of skilled mechanics and laborers are engaged in the erecting work and steady employment will be furnished to a large force of men.

With substantial increase in revenue from passenger travel during the year, officials of this branch of the service are optimistic as to next year's business. During 1915 passenger earnings showed substantial increases on account of tourists who were prevented from going to Europe; although a large part of the increase is attributed directly to the prosperous state of business. Notwithstanding the fact that the automobile is constantly growing in popularity as a means of travel, particularly for pleasure, passenger officials point to the improvement in their showing as evidence of the general development of the country and the fact that people are being educated to the pleasure of travel.

Our officials and railroad managers generally are sanguine as to the near future and look for a continuation of business on a sound basis during 1916. As indicating the favorable position this country occupies, they point to the statement of Sir George Paish, the eminent English financial authority and economist, who says:

"In 1916 the balance in favor of the States, in view of the great quantities of goods already offered, may not be far short of $2,500,000,000 and after allowing for interest and other payments the net balance in favor of the States may be in the neighborhood of $2,000,000,000."



The Abuse of "Safety First" and How It Can Be Stopped

By W. L. Whiting

Chief Clerk, Freight House, Washington, D. C.

THE article by L. F. Shedd, reprinted in the September issue of the EMPLOYES MAGAZINE from the *Rock Island Employes' Magazine*, is well worth the attention of all our readers and of all others interested in the cause of "Safety First." The abuse to which this short, pithy and comprehensive slogan has been subjected must be very discouraging to those with whom it originated. It is such a good catch word that the Almighty Dollar immediately seized upon it to enhance its own importance, and to commercialize a principle which is of such inestimable value to the community at large that its abuse is a reproach to the good sense of thinking people.

"Safety First" means much, and is of great personal value to those who really have the principle at heart. To see this phrase used for the purposes so clearly defined by Mr. Shedd is enough to make one despair of ever being able to keep a noble sentiment from exploitation for its commercial and advertising value.

A change in the wording of the motto is one of the methods of counteracting this abuse that have been suggested, but could any combination of words be more expressive of the principle involved than the one selected?

In the last paragraph of Mr. Shedd's article he suggests the only efficient manner of combating the evil. He says in part, "Let us start a Campaign!" Yes! Let us start a campaign—and keep it up until we have convinced the public that "Safety First" is a reality, and is something far superior to the common usages of trade and commercialism. Misuse of this motto should be classed with misuse of our flag or of the other emblems which we hold sacred.

It would be impossible, and it should be unnecessary, to point out all the ways by which we railroad employes can practice "Safety First." We all realize the necessity of keeping our eyes open for the material dangers that line our paths; but do we all also try to keep our minds and thoughts clear of anything that would lead us to disregard the rules and instructions of the companies which we serve? In our dealings with the public, we can so conduct our conversation that our patrons will be made to feel that we have this great principle ever before us, and that "Safety First," not only for our employers, but for all those with whom we come in contact, is a principle that we are ever ready to stand for, and one that we are always endeavoring to impart to others.

"Safety First" in our Speech,
"Safety First" in our Conduct,
"Safety First" in our Example,

will impress upon others the fact that we believe in the principle, and that we strive to exemplify it. Unless we practice it ourselves we cannot expect others to follow our lead.

Let us, therefore, not only "start the campaign," but follow it up each day with practical illustrations of the real meaning of "Safety First," and thus indicate that it is a motto signifying our determination to press forward in our endeavors towards the betterment of conditions, and not merely a device for the advertising of mercantile products.

An ideal is the best chisel with which to carve out success—*N. C. R. Weekly.*

What They Thought of

THE meeting was interesting and beneficial.

First—Because it enabled us to hear discussed and summarized the methods, policies, ideas, practices and standards by means of and through which the operating men of the Baltimore and Ohio have been able to accomplish in the first six months of the present calendar year, 1915, a most necessary result, namely, the moving of our traffic—passenger and freight—safely, on time and in a manner quite satisfactory to our patrons, but with such regard to all items having a bearing on the cost of transportation that we have been able to accumulate sufficient net earnings to maintain our financial standing and credit.

Second—Because it enabled us to hear discussed and summarized the many great future problems which confront the operating men of the Baltimore and Ohio and to learn many of the methods by which we can and must solve these problems.

The spirit of harmony which prevailed throughout these meetings showed that everyone departed for home better and wiser railroad men.

W. H. AVERELL,
General Superintendent,
Wheeling, W. Va.

THE thing that should have been, and I believe was most appreciated by everyone attending the Deer Park meeting, was the action of our superior officers in taking us so fully into their confidence and explaining so thoroughly the problems confronting railroad managements at this time. There can be no doubt that the talks given by the various speakers made a deep impression on their hearers, and were we all to carry out only a small portion of the practices recommended, untold good would be accomplished. I think if we were to keep constantly in mind the advice to write fewer letters, follow up letters written, hold more conferences, know the things essential to the handling of the business with which we are associated, and follow carefully the instructions which we receive and transmit them to subordinates clearly and concisely; these, coupled with what the third vice-president designated as being wanted, namely, "A clean railroad, no frills, courteous employes and courteous treatment of passengers and patrons; in other words, a plain democratic railroad," would keep us busy at all times, and if followed would react to the benefit of the service.

J. W. KELLY, JR.,
Superintendent,
New Castle, Pa.

SUCH meetings produce good results. They foster a feeling that we are all working for one big organization, and tend to eradicate the factional lines which grow up on a division or territory.

H. L. McQUILKIN,
District Storekeeper,
Cincinnati, Ohio.

IN ADDITION to getting acquainted with our neighbors through this meeting, different matters of importance were discussed and threw new light on the subject which is ever uppermost in our minds, i. e., the efficient operation of the divisions with which we are indentified and of the Baltimore and Ohio as a whole. The meeting further demonstrated the fact that where matters are fully outlined and full cooperation is secured, almost anything desirable can be accomplished.

C. P. ANGELL,
Trainmaster,
New Castle, Pa.

THE remarks and explanations which were made by the general officials should go far towards bettering the service of the divisional officials. The officials who attended will do their utmost to improve conditions in their respective territories. The enlightenment concerning the problems met and the manner in which different parts of the System are being handled, was very instructive, and I am satisfied that it will work for a standardization of operation all over our lines.

J. KIRKPATRICK,
Master Mechanic,
Philadelphia, Pa.

the Deer Park Meeting

THE Deer Park meeting was particularly instructive and beneficial, and, in my opinion, was the most interesting and well arranged of all the meetings we have had.

D. A. WILLIAMS,
General Storekeeper,
Baltimore, Md.

TO me it was the most wonderful meeting of railroad men that I have ever attended and I have been at many of them. My experience, however, along this line, has been mostly convention work, but I have never seen such a feeling among employes of one railroad as was manifested at Deer Park. And I am confident that the effect produced by the speeches made by the higher officials of the Company, and the good will, loyalty and cooperation which were engendered, will many times over pay the expenses of this meeting. The next item of importance to me personally was that of being able to meet a great many of my fellow workers whom, previous to this, I had known only by name and through correspondence. When I actually came to rub elbows with them, I found that they were splendid fellows.

D. F. STEVENS,
Assistant Superintendent,
Grafton, W. Va.

THE most impressive feature of the meeting was the exemplary conduct of the proceedings. The subjects discussed were of vital importance to every man in attendance, and the smooth and concise action in handling them served to crowd into a limited time valuable and complete information. There was sufficient diversion in the communion with fellow-workers to enable us to assimilate the discussions and outlining of policies.

C. C. COOK,
Division Engineer,
Pittsburgh, Pa.

THE Deer Park meeting stamped itself from its opening session with the hall mark "Sterling;" it was genuine in inspiration, execution and results, and each man who attended should have come away with a broader and clearer vision of what the management has planned and expects to execute during the coming year. No other railroad in the country has taken its minor officials into its inner councils as has the Baltimore and Ohio, and this practice is certain to engender loyalty. It will also create in the mind of every official a keener sense of the importance of his position and the knowledge that any imperfection on his part will mar the perfect working of the whole machine. One of the many other benefits is the knowledge gained of the difficulties that the men in other departments have to encounter. Each employe is only too prone to think his department the most important. Without these meetings he would forget that the work of each department is not complete in itself, but is only part of a perfect whole, and that individual effort is most effective when it is used in close and harmonious teamwork.

W. A. DEEMS,
Master Mechanic,
Staten Island, N. Y.

THE addresses made by the experts of the operating department were plain and comprehensive, brief and to the point. The keynote of the meeting was efficiency-- efficiency in the handling of trains, cars and engines, the maintenance of equipment, track and structures, and in fact, all of the features of operating and maintaining the railroad's property. Efficiency means safety. The efficient man is the safe man. A large part of the personal injuries, damage to freight, and losses of all kinds are, to a certain extent, indications of inefficiency. This inefficiency is nearly always in the man, whether he be a trainman who roughly handles a car of merchandise and causes breakage; a trackman who allows a tie to drop on his fingers; a shop man who neglects to wear goggles and sustains an injury to his eyes; or anybody responsible for the many men and material failures which occur daily.

H. A. CASSIL,
Division Engineer,
Seymour, Ind.



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
ARTHUR W. GRAHAME, *Associate Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Does Your Work Reflect Your Character?

THERE is rare fascination about the art of the smelter, especially the smelter of precious ores,—he who takes from the earth shapeless and unsightly masses of rock, puts them into the refining pots, removes the dross, and brings forth the costly metals which are made into the coins of commerce and the beautiful fabrications of the smiths and jewelers.

In India and other oriental countries the trade of the smelter has been plied since the dawn of the ages. And today, if you were traveling in the far east, you would see this picturesque craftsman, the dark-skinned refiner of gold, working with the same utensils and in the same manner that he worked centuries ago. In oriental fashion he sits along the highways and the byways, a little earthen vessel over a charcoal fire before him, stirring the molten mass slowly and steadily, and ladleing off the impurities as they come to the surface. The gold sinks to the bottom as still he stirs and ladles, stirs and ladles, until, through patient toil and constant watchfulness, the last bit of dross is removed and lo! as he gazes into the liquid purity he sees therein the perfect reflection of himself.

Each one of us lives but that he may take the crude ore, which, in the wider sense, is his whole duty in life, and in the narrower sense, his work, and turn it into the pure gold which will be a perfect reflection of himself. That which has been given us to refine varies in quantity and quality, but to no one is given all dross or all gold. And to most of us is given about the right proportion of these elements, which, under the refining fire of our experiences, efforts and ideals will surely separate and find their proper places.

One man's opportunity, his duty in life, his work, may contain more gold than dross when it is given him to refine. Another's opportunity may seem to be so much dross that the gold can never be found. But the single drop of pure gold at the bottom of the refining pot after the removal of much dross, reflects better the image of its maker than does the molten mass, rich with possibilities of pure gold yet reeking with dross, reflect the image of its maker. Think of Lincoln and the dross he had to remove before he found his drop of pure gold, his opportunity and duty in life realized. On the other hand, think of the neglected opportunities which we see everywhere. They are rich in gold but are covered with the dross of insincerity, laziness and disloyalty, and reflect but a distorted and discreditable image of the men who have them. And be it said to the credit of those whose opportunities in life are small, that many of them refine the crude ore that is their's until it reflects perfectly their own images and bears the stamp of noble aspiration, sincerity and hard work.

What of your opportunity? Are you striving to make it reflect creditably your own image—your own character? Does each day find you removing a part of the dross that you find in your work? Are you standing steadily by your duty in spite of the unexpected disappointments and discouragements you find in it? Could you turn it over now to the appraisal of your Judge, your friends and posterity and feel sure that they would say:

"Here is pure gold—the perfect reflection of its maker."

For that alone is life worth while.

Associate Editor—Welcome!

THE increasing size and scope of the EMPLOYES MAGAZINE has necessitated an addition to our staff in the person of Arthur W. Grahame as associate editor. We bespeak for him the same cooperation that has been uniformly and cordially extended to the editor, as he has tried, in these pages, to express the thoughts and ideals of our great organization and its individual members. And we feel confident that, with this additional assistance and counsel, and the continued support of our readers, we may all look forward to an increasingly helpful and interesting publication.

✣

The Moral Hazard

ONE of the Railroads had a bad collision recently. The conductor, engineer and fireman of an extra train all forgot about a regular passenger train, the schedule of which they knew perfectly well, and ran into it from behind. After getting all the facts the superintendent of the division reported that the accident was caused by the chance assignment of three moral weaklings to the same crew. The conductor had been fired once before for causing a collision and was not a man of strong character. The engineer's record showed three previous suspensions, and he was known to indulge occasionally in gross immoralities. The fireman had been in trouble over a scandalous domestic difficulty. The superintendent summed up:

"Having in the service such men as these, the best way to frame up a collision is to get them together in the same crew."

The *Railway Age Gazette* comments on the gravity of this danger and the difficulty of forestalling it, and suggests that perhaps it would be a good rule "to make sure of at least one wholly trustworthy man on every train." The point is that in this particular railroading does not differ from any other human pursuit having to do with the hard facts of this world. The basis of them all is character and lack of character means loss and peril and death.—*Collier's.*

✣

Undeserved—A Sketch

By an Employe

WIFE, for heaven's sake, take this child away! It's a pity a man cannot come home from a hard day's work and sit down in peace to read the paper. Well, if he does want to play, can't you play with him? Have to wash the dishes? Oh, then let him play with himself. When will he ever learn to amuse his own self? Let him out in the back yard for a while. Oh, it isn't damp enough to hurt him, anything to have a little peace and quiet * * * * * * * *"

(Later) "What is the trouble with that boy? What makes his eyes so dull, his cheeks so flushed? How hoarse he is. Feel how hot his hands and his head, why—he has a fever—the child is ill! Wife! Quick! Send for a Doctor! Oh, Lord, why is it that I am visited with such *undeserved* afflictions?"

Do Our Injured and Sick Employes Get the Magazine?

IF YOU were sick you would probably like to have the Magazine brought to you each month by some thoughtful fellow-worker. Then why not put yourself in the other fellow's place?

It is practically impossible for our officers to follow the men sufficiently closely to see that every one who is ill, either at home or at the hospital, gets a copy of current issues, but thoughtfulness on the part of all of us who are well and strong will bring this pleasant surprise into the lives of many of them at least.

Do you know a fellow-worker who is sick or injured? If so, won't you see that he gets a copy of the Employes Magazine? Here is one good way to start the new year.

THE OBSERVER



Pensions on the Cincinnati, Hamilton & Dayton

THE Cincinnati *Enquirer* of Sunday, November 14, contained an article concerning the men who have been pensioned on the Cincinnati, Hamilton & Dayton since the adoption of the recent pension plan. The pictures of all of the six men who were pensioned immediately after the scheme was put into operation, were published, and it was shown that each of them had been in the service over fifty years. The article follows:

"A little more than six months ago the management and receivers of the Cincinnati, Hamilton & Dayton Railroad inaugurated a pension system on their line. The details of the scheme to take care of employes who had served at least 40 years, and who desired to retire, or who had become enfeebled, were worked out by general manager J. M. Davis. Although the plan has been in operation but a short time, it has met with success, both from the viewpoint of the officials and the employes.

"The first pensioners numbered six. A short sketch of each follows:

"John Maas, Ottawa, Ohio, 71 years of age, was in the service of the Company for 53 years, and retired in 1912 because of ill health. He served as foreman of a section gang. He was born in Germany. He came to this country in 1862, when he took employment with the Cincinnati, Hamilton & Dayton at Custer, Ohio. He received the first prize from the railroad for section work, which was a carload of hickory wood.

"Thomas Kenney, 76 years of age, of Dayton, Ohio, was in the service for 50 years, employed about the freight and roundhouses in Cincinnati. He was retired from service a number of years ago because of an injury and was given a station watchmanship.

"Dennis O'Brien, 72 years of age, of Toledo, Ohio, served the railroad for 51 years as a section foreman. He built the first 'hump and hump' track at Rossford, Ohio, the Harris yard, and a large portion of the Toledo yard. His first work was that on a wood train furnishing fuel to engines.

"Fred Silvers, 65 years of age, Northside, Ohio, was in the road's service 51 years as a brakeman, baggagemaster and conductor until an injury received in a wreck caused him to be made a crossing watchman. He was the first 'paper man' on the Cincinnati, Hamilton & Dayton when *The Enquirer* paper train to Toledo was inaugurated.

"John Allen, 73 years of age, Dayton, Ohio, started to work for a division of the Cincinnati, Hamilton & Dayton Railroad in 1861 as a section laborer. Later he was promoted to foreman when he was given a crossing to watch.

"John Lovett, 75 years of age, Lima, Ohio, started to work for the road in 1863 as a section hand. After working at various points along the line he finally was made a switch light tender in the Lima yards."

Records for Loading Vessels

WITH dispatch in loading vessels proving an important factor in America's export trade, the keen rivalry existing between the ports on the Atlantic seaboard is shown in the grain records. A trade paper published a statement recently that all records for quick loading of grain were broken on July 16, at Philadelphia, when the British steamer "Pengreep" was loaded with 250,000 bushels of wheat and 5,050 bags were filled for trimming in thirteen working hours at the New Girard Point elevator.

Baltimore claims to have established a better record than Philadelphia, according to Herbert Sheridan, traffic manager of the Baltimore Chamber of Commerce, who points out that the steamer "Burnby" was loaded with 303,960 bushels of oats in eleven working hours, twenty-five minutes, including 2,510 bags filled for trimming, which were loaded at elevator "B" at our Locust Point terminal, September 18, 1914.

The record for loading grain recalls the fact that Baltimore likewise holds the record for loading coal into a vessel. The collier "Newton" was loaded with 7,473 tons of coal in three hours, forty-five minutes, on November 18, 1912, at our Curtis Bay coal terminal.

Cleanliness Next to Godliness

By Phossille

A MAN'S best friend is the friend who helps him earn a living. Therefore, the patrons of the railroad are the employes' best friends. Would you think well of a friend who asked you to wash in an unclean basin? Then why so punish our patrons?

It has been too frequently noticed that passengers in Pullman cars, after washing, leave the basin bespattered with soap suds and in a generally untidy condition. Too often the passengers doing this are employes. The next person to use the basin either takes a fresh towel to clean up, or calls the porter to do it for him.

An all around better feeling and appearance would be created if everyone, after using the wash basin on a Pullman, would use the soiled towel to clean up the basin for the next comer.

Let's all look to our manners and help.

Cleanliness is next to godliness.

Why One May Beat A Donkey

IN his article on his recent journey to Babylon in *Harper's* for January, William Warfield tells a legend prevailing among the natives by which they justify beating of donkeys, but not horses.

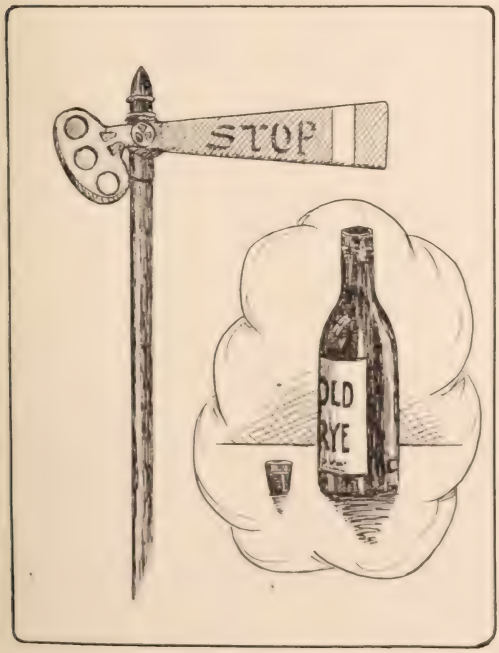
"We stopped to change our mules. In the roadway before the khan sat a group of Arabs. A servant supplied them with little cups of tea from a rude samovar. We saluted them and, taking our places in the circle, we were served in turn. Some one in the dark doorway was thumping away on a drum. A boy came out of the khan beating a poor lame donkey covered with fly-infested sores. I turned to one of my neighbors:

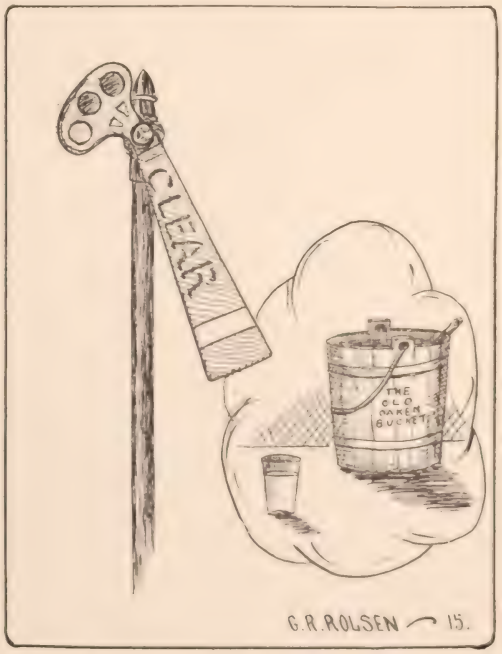
" 'Is it not cruel for that boy to beat a lame ass in that way.'

" 'Effendim, it is the will of God!'

" 'But you do not allow horses or camels to be beaten thus.'

" 'Effendim, the donkey is not like the horse, nor yet is he like the camel. The reason is this: Upon a certain day the donkeys went before Allah and complained that they were grievously beaten by men so that life was a greater burden than they could bear. Then said Allah: "I cannot make men cease from beating you. It is





no sin, neither does it cause them any great loss. But I will help you. I will give you so thick a hide that however much you are beaten you shall not suffer.''

'' 'So,' said my informant, 'it is of no consequence if men beat an ass. So thick a skin did Allah give him that after he dies men use it in the making of drums, and the donkey continues to be beaten after death.' ''

Carelessness

THREE important sets of papers passed through the hands of draft examiner B. B. B. and negligence incident to their handling resulted in a great loss of time.

When these valuable papers were examined by B. B. B. they were evidently relegated to the waste basket, for, when he was called upon to produce the papers they could not be found. After a diligent but fruitless search he announced that, to the best of his knowledge, the papers had never been in his possession. Another search, involving the entire department, was instituted, and one of the men, descending to the furnace room, fished the missing documents out of a bag containing waste paper taken from the office the previous night. The papers showed the approval marks of B. B. B., who had positively disclaimed all knowledge of their existence.

If proper care had been exercised, this incident, costly in time and temper, could not have occurred. No one is infallible and mistakes are bound to occur, yet, in the discharge of our duty, let us make a special effort to be as nearly infallible as possible. We ought to bear in mind the fundamental principal upon which our tasks are to be performed, ''Safety First.'' If guided by this, it will be easy to keep on the right track.

G. E. Sweitzer, *Correspondent,*
Claim Accounting Bureau.

Retrenchments in War Times

THAT retrenchments are not of the present alone is strikingly shown in the following paragraph from the minutes of a Baltimore and Ohio Board meeting in 1865:

At the annual meeting of directors of the Baltimore and Ohio Railroad held at Camden Station, Baltimore, the cost of war was strikingly shown. The report of president John W. Garrett for the year showed that the gross earnings had fallen off $710,000. Forty-two locomotives, 386 cars and 23 bridges had been burned, destroyed or captured by the Confederates.

Consideration: December 13

Scene—Any Railroad

THE Five O'clock is a feature train: Picked crew, newest and most powerful locomotive, road bed groomed like a garden walk, and is given right of way under penalty of a lay-off for the man at fault. The Five O'clock is six hours late at the end of the first one hundred and fifty mile leg in its twenty-two hour run to Chicago. The passengers on the Five O'clock condemn the road from president to section hand for this inexcusable delay, and glare at the conductor, who explains that their excess fare will be refunded. In the teeth of the blizzard hundreds of men are working to clear switches of snow, and to keep the drifts shoveled out of the cuts. Poles carrying dispatching and signal wires are down. Linemen are working by lantern light to clear the track and restore the wire service.

One man is ground to death under the locomotive as it tries to buck through a drift.

In the warm Pullman cars the passengers on the Five O'clock scathingly criticize because their train is six hours late.

Courtesy New York Tribune HAROLD HUTCHISON



EXHAUSTS

Lucky Victim

A "cub" reporter on a New York newspaper was sent to Paterson to write the story of the murder of a rich manufacturer by thieves. He spread himself on the details and naively concluded his account with this sentence:

"Fortunately for the deceased, he had deposited all of his money in the bank the day before, so he lost practically nothing but his life."—*Harper's.*

So Much Easier

A tourist while traveling in the north of Scotland, far away from anywhere, exclaimed to one of the natives: "Why, what do you do when any of you are ill? You can never get a doctor."

"Nae, sir," replied Sandy. "We've jist to dee a naitural death."

And Whistler Was Grateful

A patronizing young lord was seated opposite the late James McNeill Whistler at dinner one evening. During a lull in the conversation he adjusted his monocle and leaned forward toward the artist.

"Aw, y'know, Mr. Whistler," he drawled, "I pahssed your house this mawning."

"Thank you," said Whistler quietly. "Thank you very much."

Why He Joined The Sunday School

"Tommy," said the young lady visitor at his home, "why not come to our Sunday School? Several of your little friends have joined us lately."

Tommy hesitated a moment. Then he suddenly exclaimed: "Does a red-headed kid by the name of Jimmy Brown go to your school?"

"Yes, indeed," replied the teacher.

"Well, then," said Tommy, with an air of interest, "I'll be there next Sunday, you bet. I've been laying for that kid for three weeks and never knew where to find him."—*Westinghouse Electric News.*

A Rare Bird

In the character of a train announcer at a passenger station, Nat Wills, at the New York Hippodrome, daily megaphones through his hands the following old but always funny railroad yarn:

"Train No. 501, from the north, two hours late on account of cold weather."

"Train No. 502, from the south, three hours late on account of hot weather."

"Train No. 910, from the east, On Time. Cause, unknown."

And Proud Of It

Registration Clerk (at polls)—Madam, are you married or unmarried?

Suffragette—Unmarried, for the fourth time, sir!—*Judge.*

Blue—What's the technical word for snoring?

Jay—I bite.

Blue—Sheet music.—*Exchange.*

A Poor Marksman

Sergeant (disgustedly to Private Jones): "Stop! Don't waste your last bullet. Nineteen are quite enough to blaze away without hitting the target once. Go behind the wall there and blow your brains out."

Jones walked quietly away, and a few seconds later a shot rang out.

"Good heavens! has that fool done what I told him?" cried the sergeant, running behind the walls. Great was his relief when he saw Private Jones coming toward him.

"Sorry, sergeant," he said apologetically, "another miss."—*Boston Transcript.*

"Do you believe there is any truth in the saying that all things come to him who waits?"

"I believe more things wait for him who comes."—*Houston Post.*

Seen in Chicago

General manager Galloway recently saw the following sign in Chicago and remarked that it must have been the work of a hyphenated American. Can you read it?

S H O E S
H O P I N
T H E F R
O N T N o .
2 0 6 Q U I
C K W O R
K S E N D
S H O E S
A W A Y

Forearmed

Terence appeared at the club the other day with a radiant, contented smile.

"What's the joke?" asked a friend.

"Well, yez see," explained Terry, "O'Brien is always slappin' me on the chest and breaking me cigars. But I'll be even with him this mornin."

"How?" asked the friend.

"Oi've a stick of dynamite in me cigar pocket," said Terry; "Oi'll fool him this toime."—*Baltimore Trolley News.*

Wrong Suit

"But," she objected, "you're a Jack of all trades."

"Thou art the queen of my heart," he reminded her, "and the queen takes the Jack."

Refusing, however, to be impressed with this argument, the maid insisted on a new deal. —*Judge.*

Bards and Parodies

The daily bard, it seems to us,
Deserves to have a raise in pay,
Who never starts a jingle thus:
"Maud Muller on a summer day."
—*Cincinnati Enquirer.*

How happy all we bards would be
If substitutes for these they'd find us,
And also for the parody
Of: "Lives of great men all remind us.'
—*Detroit Free Press*

And then again on blissful day
How it makes our heart all aglow,
Ne'er to start a "pome" in this way:
"Man wants but little here below."
—*Mansfield News.*

How happy are we when at night,
The day has passed with none to wreck
Our piece of mind with that old fright,
"The boy stood on the burning deck."
—*Youngstown Telegram.*

The daily poet who is worse,
And who deserves a mighty slam,
Is he who starts a little verse:
"Mary had a little lamb."
—*Zanesville Signal.*

Another one slammed is what we desire,
For him we don't care a scratch,
The guy who always stops to inquire:
"Mister, have you got a match."

We wish our rules would really bar,
From this nation such a thing,
As the Mutt who writes on each box car:
That old bunk, J. B. King.

H. D. VANCE,
Agent and operator,
Cuba, Ohio.

Too Realistic

Willie finally persuaded his aunt to play train with him. The chairs were arranged in line, and he issued orders.

"Now you be the engineer and I'll be the conductor. Lend me your watch and get up into the cab."

Then he hurried down the platform, timepiece in hand. "Pull out there, you red-headed, pie-faced jay," he shouted.

"Why, Willie," his aunt exclaimed in amazement.

"That's right; chew the rag," he retorted. "Pull out. We're five minutes late already."

Willie's parents had to forbid his playing down by the tracks.—*Holland's Magazine.*

KEEP CARS MOVING

Transportation is the artery of business. Choke it and business ceases

KEEP CARS MOVING



SPECIAL MERIT ROLL

Philadelphia Division

While on Bay View drag, December 5, engine 1849, working around Bay View, fireman W. Willeke noticed a considerable quantity of material lying in the scrap pile, which could be repaired and put in service, principally firing tools for engines; he interested himself enough to pick up the material which he thought could be repaired, put it on his engine, took it to Riverside and turned it over to the supplyman at that point. He also picked up some Company material at Herring Run. The interest taken by him for the Company's welfare is very much appreciated and a notation to this effect has been placed on his record.

J. J. Foote, pumper at Stanton water station, found defective condition in westbound track east of pump house, arranged protection to trains and called out section foreman. Acts of this kind show that our men are wideawake and on the job and Mr. Foote is commended accordingly.



J. J. FOOTE

Baltimore Division

About 9.00 p. m., December 16, George C. Weinmiller, watchman, of Mt. Royal station, noticed wheels sliding under a car in train of extra east engine No. 4064 when passing Mt. Royal, and notified the operator, who had train stopped at Waverly, where brake was released.

He also noticed wheels sliding under a car in train No. 94, same date, and took similar action to remedy. He is commended for his action.

On November 29, 1915, Mr. B. F. Orrison, of No. 136 West Church Street, Frederick, Md., found defective condition in main track about two miles east of Washington Junction, about seven o'clock in the morning. He is a farm laborer and was on his way to work at the time. He protected the track until he could notify the foreman of the section of the trouble. Mr. Orrison has our sincere appreciation for his interest in and courtesy to the Company.

Ralph Sellman, citizen, of Watersville, Md., found defective condition in our main track near Watersville on Saturday, December 4, and reported it by telephone to the operator at Mount Airy, who arranged to get in touch with sectionmen. We are glad to mention this occurrance in the MAGAZINE and to thank Mr. Sellman.

Cumberland Division

Station lineman J. B. Hoban, at Terra Alta, W. Va. (Cumberland Division), was called to make repairs to telegraph line December 11, on account of wires breaking because of the first extreme weather of the winter. He left Terra Alta at 7 a. m. on a hand speeder, straightened one pole and repaired nineteen broken wires between Terra Alta and Oakland and ten between Oakland and Strickers, or a total of twenty-nine breaks from 7 a. m. until dark. When it is considered that in addition to the work done, a distance of twenty-five miles was covered on a hand speeder, over mountainous territory, in extremely cold weather, it would seem that Mr. Hoban established a record performance.

At 11.16 a. m., December 12 as 2nd No. 90, engine 4230, passed McKenzie, first trick operator F. L. Byrd observed defect on a car in that train, immediately notified dispatcher, who had train stopped at Viaduct Junction and repairs made before entering yard.



F. L. BYRD

On November 20, as 1st No. 97, engines 4311 and 4306, was passing Hardman tower, second trick operator W. B. Durr observed

something unusual about running of car in train. He had it stopped at westward advance signal, and crew was instructed to make examination, and they found defect which would have resulted in accident if not detected. Good work on the part of Durr, and the division operator commended him.

On November 21, Mr. Jesse Hamner of Great Cacapon, W. Va., found a defective condition in eastbound high speed track at Sand Works east of Great Cacapon and reported this condition to operator at Great Cacapon, who had men called out and repairs made. The superintendent wrote Mr. Hamner, thanking him for his interest and prompt action taken.

On November 18, while extra 4295 east was passing Hancock, first trick operator O. J. Rash observed defect on second car from engine; notified flagman as caboose passed tower, as well as train dispatcher and operator at Sleepy Creek. Train was stopped and correction made. On November 20, while extra 4189 west was passing Hancock, operator Rash also observed wheels sliding under our car 138227, twentieth from engine. He handed message to this effect to crew on caboose as it passed and train was stopped and condition corrected. Mr. Rash is always on the alert, both in his work and on the outside.

Monongah Division

One afternoon recently while marking off the point of a curve just east of Monticello, foreman Floyd Robinette found a piece of steel broken off a car. Quick thinking made him decide that it was necessary for him to get his hand car and follow a train which had just passed. This he did, but as his car would not climb the grade just east of street car crossing, he had to get off and run, but finally caught the train just as it was leaving "J" tower. It was found that the broken piece of steel came from a heavily loaded car. The division engineer sent Mr. Robinette a commendatory letter for this unusually good service.

On January 4, engineer C. E. Haynes, on train No. 49 at "DK" Tower, awaited the arrival of fifth No. 50, and as that train was passing he noticed a bad condition on it. Train was stopped and an examination made, and it was arranged that it could proceed with safety.

On December 28, Mr. Burl Beam, who lives at Arcola, observed a dangerous condition. He immediately flagged the first train passing that point, notified the crew and the dangerous condition was thereby remedied.

Wheeling Division

On November 1, both block machine and signal failed to work for train No. 5. After it had cleared at Colfax, operator H. O. Nichols arranged with offices on either side and with train dispatcher so that he could be absent twenty-five minutes. He immediately got on speeder and started west and found defective condition five telegraph poles east of Powell and at once notified train dispatcher and trackmen.



H. O. NICHOLS

On November 12, 1915, conductor W. D. Howard on extra east, engines 2715-4059, while his train was pulling into siding at Roseby Rock, discovered a bad wheel on J. C. C. car 145. He had it set off and new wheels were applied. Close attention possibly prevented a serious accident. He has been commended.

On November 27, while brakeman C. H. Flanagan, riding helper engine 2536, went back to flag, he found bad defect in main track rail south of Board Tree station. For his close observation, resulting in detecting a dangerous condition, he is commended.

On November 25, fireman C. Hollingsworth, with extra east 4037, found ties in four different places on track between "RH" tower and St. Clair Mine, which he removed. For his close observance, he has been commended.

December 6, operator W. S. Dunn observed shoe in the frog just east of "J" tower, which he removed. This obstruction was liable to derail train, and for discovery and subsequent action preventing possibility for derailment, he is commended.

While inspecting bridges on the St. Clairsville Branch, bridge inspector J. W. Chaplin discovered dangerous condition, which might have caused derailment. He took necessary action to flag passenger train and called trackmen to look after track.

Cleveland Division

Book of rules examiner J. C. Hahn, Cleveland, is to be highly commended for his interest

shown in the welfare of connecting line when detecting defective condition in train of New York Central engine 7375, November 8, about 3.10 p. m. moving west near Erie Railroad Station, Cleveland. He called crew's attention to it, thus possibly preventing a serious derailment.

On December 20, engine 4298 called at Holloway at 5.50 a. m., broke conveyer screw to stoker at Piedmont. Fireman Harmon, with the assistance of engineer Beil, fired this engine by shoveling coal in hopper from Piedmont to Lorain, keeping engine hot, and thus averting any delays.

On November 17, while train No. 93, engine 4256, was passing Midvale, agent C. C. Davis, noticed bad defect. Unable to give signal to crew on account of train's going around curve, he raised operator at New Philadelphia, who notified train crew to proceed slowly to Canal Dover, where car was set out.

On November 2, targetman P. Kilbow noticed a field on fire, caused by passing train, and immediately extinguished blaze, thus averting damage to right-of-way. On November 26, train No. 9 set fire to a file near bridge 403, Mineral City, and he also put this out before any damage was done.

On December. 6, conductor F. Lint found defective condition on west end No. 1 storage, Columbia, and immediately notified yard crew and road sectionmen, who made necessary repairs.

On December 7, yard conductor G. W. Brucker found defective condition on Nickel Plate transfer, Lorain, and promptly reported it, enabling repairs to be made before Nickel Plate started to pull the track, thereby saving possible derailment.

On December 1, while brakeman R. G. DeYarmon was working on engine 1652, middle yard, Lorain, he found a defective condition, immediately went after sectionmen and had it repaired.

On December 3, brakeman G. C. Love, noticed defective condition on No. 2 engine tank, Canal Fulton, notified engineer and helped him make necessary repairs.

On December 6, section foreman M. McVan, working in the vicinity of Howenstein, detected a defective condition on P. R. R. 303305, which was loaded at disposal plant. He immediately notified superintendent's office, enabling repairs to be made promptly and car kept moving.

On December 10, brakeman F. W. Meister discovered defective condition in rail leading into the Thew Automatic Shovel Company's yard, just a short time before commercial engine was to make delivery of some cars. He immediately went after sectionmen and had it repaired without delay to engines or freight.

On November 21, while operator O. F. Weaver was on his way home to dinner, he found a defective condition in westward track opposite house track, New Philadelphia, O. Knowing that no trains were close, he did not notify dispatcher but called section foreman living in that vicinity, who made immediate repairs.

Each of these men was commended by the superintendent.

Connellsville Division

E. W. Shipley, interlocking repairman, while working at Ursina, Pa., observed defective condition on our car 127407 in train of extra west engine 4087, which was passing that point. He immediately notified the operator at Confluence tower, who had the train examined and repairs made. The prompt action taken by Mr. Shipley to have the trouble corrected is commendable.

On October 12, while on his way home, Theo. J., twelve year old son of T. G. Leonberger, agent at Opekiska, W. Va., discovered a telegraph pole that had been broken off by high winds and had fallen across the main track. He immediately notified his father, and while the obstruction was being removed, ran ahead and flagged a Western Maryland Special, which was due at Opekiska at the time. The thoughtfulness displayed and the prompt action taken by the young man are very commendable. He has been written a letter expressing the appreciation of the management and the superintendent, personally.

Pittsburgh Division

Letter of commendation has been forwarded Mr. George Rigsby, Point Mills, Pa., for meritorious services rendered on September 4.

On September 14, conductor H. A. McGonigle discovered car in his train at New Castle in defective condition and had it set out and pro-

per official notified to make repairs. Mr. McGonigle has been given letter from superintendent Gorsuch commending him for attention to safety.

It has come to the attention of our officials that on September 27, at 10.45 a. m., Mrs. Harkins, residing at 814 Fourth Avenue, McKeesport, called attention of flagman Samuel Morrison to defective condition of rail on No. 1 track just west of "MK" tower. Mr. Morrison immediately notified section foreman and had necessary repairs made. We wish to thank Mrs. Harkins through these columns for her thoughtfulness, for her action probably averted accident.

Section foreman A. Pietracatelle discovered car in train of engine 4131, September 27, in defective condition and had train stopped and necessary repairs made. Mr. Pietracatelle has been given letter of commendation for this service. We are glad to know that all our section foremen are paying strict attention to Safety First. Mr. Pietracatelle also rendered special service October 12, when he discovered defective car in train of engine 2527 and notified crew who gave it proper attention.

Operator C. Baker, working at Wildwood, October 17, noticed car in train of engine 2592 west in a defective condition and immediately had train stopped and necessary repairs made. Superintendent Gorsuch wrote Mr. Baker letter of commendation for his action.

Special letter of merit has been forwarded track foreman S. Folino for services rendered October 28, when he discovered car in train of extra west, engine 2528, in defective condition and had necessary attention given before allowing train to proceed.

Under date of November 17, superintendent C. B. Gorsuch received the following communication from Mr. W. R. Anderson, 909 Fifth Street, McKees Rocks, Pa.—

"I am writing to thank you for your courtesy and kindness in stopping train No. 709 at Hackett on the 16th instant, for the funeral party of my deceased son, Sylvester Deal Anderson.

"I also wish to thank the trainmen on this train through you for the way in which they assisted the members of our party.

"I assure you that this kindness on your part and also upon their's is something I greatly appreciate and something I will always remember."

The members of the crew to whom Mr. Anderson refers were conductor Kist and brakeman F. O. Goddard and we desire to commend these gentlemen on behalf of the management, for such services are appreciated by the Company as well as our patrons.

On November 18, about 6.00 p. m., Mr. J. A. Switzer, Knox Pa., discovered telegraph pole which had been blown down, across track west of Knox, Pa., and he immediately notified our operator, who took the necessary precaution to insure safety to our trains. The prompt action of Mr. Switzer is highly appreciated and our superintendent has written and thanked him for his efforts to protect our passengers and property.

Sunday morning, November 21, Mr. Francis Walbert, of Snydersburg, Pa., discovered track in defective condition near Lucinda, Pa., and immediately notified our agent at that point. He took the necessary action to have repairs made to insure safety to our trains. Superintendent Gorsuch has written Mr. Walbert a letter of commendation and thanked him heartily for the interest and action which helped insure the safe movement of our trains in this vicinity.

December 4, fireman S. Folino again rendered meritorious service in discovering defective condition of car in train of extra west, engine 2541, at Sylvan Avenue, having train stopped and necessary repairs made.

New Castle Division

On December 29, a severe snow storm put the telegraph wires on the New Castle Division out of service. Agent H. T. Williams, of Warwick, O., volunteered his services as a lineman, and did splendid work between Warwick and Rittman in patching breaks. He has been commended for his interest and action in this matter.

Chicago Division

On September 23, brakeman H. B. Smith observed a car door on track just east of Fostoria, and removed it. In appreciation of the manner in which he handled the case commendatory record has been made of it.

On November 11, engineer H. Shaffer, on engine 4277, notified towerman at Calumet River bridge regarding broken condition of glass in low speed signal which governs move-

ment in the siding, for which he has been commended by the superintendent.

Ohio Division

The following letter was recently written by superintendent G. D. Brooke to agent operator Albert J. Saunier, of Pleasant Plain, Ohio:

"I hand you herewith copy of Form 1520-B, showing your record, and you will observe that the only two entries on it are of a commendatory nature, although you have been in the service fifteen years. This is indeed a very creditable record and I desire to congratulate you on it. I hope to have the pleasure of doing so, personally, before long."

T. E. Morarity, track foreman, of Zaleski, Ohio, has been commended for promptness in reporting a dangerous condition, which possibly saved the Company a serious accident. Such loyalty of employes is certainly gratifying to all of us.

M. J. Charlton, agent operator, is commended for prompt action in reporting and thereby eliminating a dangerous condition.

Engineer J. F. McCulgan, while backing into Chillicothe recently, discovered a car in camp train located at Gravel Pit on fire. He stopped train with engine along side of car, and with squirt hose extinguished the fire before the cars were damaged. His personal efforts to prevent damage to Company's property are commended.

F. Deck, operator at GN Tower, observed dangerous condition in connection with a westbound freight train and stopped it. Close observance and prompt action resulted in elimination of this condition. Operator Deck is commended for this service.



F. DECK

G. A. Kennett, bridge inspector, is commended for service performed December 6 at Midland City, which probably prevented a serious accident, as well as a delay to several passenger trains.

Mr. John Rharicke, citizen, of New Marshfield, Ohio, extinguished fire on the Baltimore and Ohio Southwestern over-head bridge west of New Marshfield on December 8.

Mr. George Perry, citizen, of New Marshfield, extinguished fire on the Baltimore and Ohio Western over-head bridge west of New Marshfield on December 8.

To each of these gentlemen the division engineer wrote:

"The interest shown by you in protecting the railroad property from damage certainly shows a friendly, neighborly spirit. I assure you that this is greatly appreciated by all of the officers of this Company. We desire to extend our thanks and trust that we may receive your cooperation in the future."

Mr. Charles Calvert, citizen, of Guysville, Ohio, discovered and notified our agent of a defect in main track near Guysville on December 20.

The superintendent wrote him a letter similar to the one immediately preceding this item.

Cincinnati Terminal

On the night of December 14, a fire was discovered in a small building on the Mill Street property close to roundhouse, and engineers Longdon, Jordon and Gallagher, and fireman Cayton, who were just returning from a hard day's work, responded to the alarm very willingly and with the assistance of the roundhouse employes, fought the fire to a finish before the city fire department arrived.

Toledo Division

On November 27, operator J. P. Christy, while off duty, observed dangerous condition in passing train and immediately took steps to stop it and have obstruction removed.

On November 6, operator J. G. Hunt, on duty at Middletown, observed dangerous condition in passing train and notified the crew, who corrected before damage could occur.

On November 18, engineer E. B. Miller observed a track condition that possibly would have caused accident, and interested himself sufficiently to report same, when repairs were made.

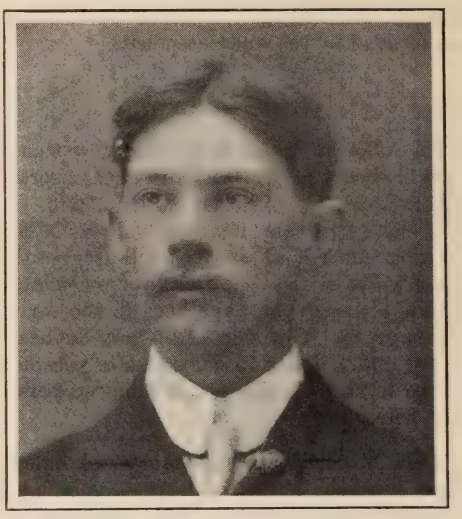
On November 6, switchtender J. Richards, on duty at Carr Street, Cincinnati, observed dangerous condition in passing train and immediately notified crew by telephone. The obstruction was removed. Mr. Richards entered service July, 1895, as switchman and for reasons of personal injury has been made switchtender.



J. RICHARDS

On November 26, brakeman C. R. Irwin discovered a dangerous track condition and immediately notified proper authority, so that the condition was corrected.

All these men were commended by the superintendent for their efforts in behalf of safety.



CONDUCTOR F. P. GREEN

Indiana Division, whose name was given in error to the picture of another employe in the December issue, page 83

Cleanliness and Health

CLEANLINESS is next to healthfulness as well as godliness. Disease and dirt are not strange bed-fellows by any means.

The careful worker—the clean worker—is usually the healthy worker and the well-paid worker.

Dust and dirt is produced on almost all kinds of work and in shops. A worker cannot well avoid soiling his clothes, face or hands. He need not keep them that way, however.

Don't wear your ordinary street clothing while at work. Get proper cap, overalls, etc., and wear them during work.

Don't neglect to scrub your hands well. Use plenty of soap and water when you are through with your work and especially before touching food. A great many cases of lead and other poisoning are due to eating lunch with hands soiled with poisonous dust.

Don't neglect to wash thoroughly before leaving the shop. You needn't advertise the kind of work you do by its appearance upon your body and clothes.

Use an individual drinking cup. Disease is often spread through the common drinking cup.

Don't spit on the floor. It is a nasty habit. It is dangerous to health, and may assist in spreading disease.

Don't fail to take a hot shower or tub bath at least once a week.

Don't carry dirt and dust on your shoes into your home or workshop.

Keep your hair clean. If necessary, wear a cap while at work.

A Clean Body Makes a Healthy Body and a Healthy Mind

Bulletin No. 121, National Safety Council



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

While the men on the road and in the shops are lending every effort to the "Safety First" campaign, many of the clerks are doing their share. When the Glee Club arrived in Baltimore, returning from their trip to Deer Park last spring, one of the members had occasion to stop at the office before going home, and as he neared the entrance of the Baltimore and Ohio building, he observed the handle of a broom projecting from the ledge of a window, it having been placed there by a porter who was cleaning the sidewalk. Walking up to the ledge he placed the broom in such a position as to eliminate the danger to the passerby, and turning to his friend, smilingly remarked "Safety First."

During the yuletide season, when everyone was in happy mood, sorrow entered the office when we learned of the death of our former fellow clerk, Charles D. Joesting.

Mr. Joesting was twenty-two years of age, the eldest son of the late Mr. Charles T. and Lillian D. Joesting. He entered the service June 26, 1911, and was a faithful clerk until his illness. He was educated in the public schools of this city and later continued his studies in a business college. Mr. Joesting was anxious to take advantage of his opportunities, but ill health interfered and at the end of last June he yielded to his doctor's wishes and entered a sanitarium for treatment, which, however, failed to restore his health.

He had a large number of friends both in and outside of the railroad who mourn his loss, and is survived by a brother, Mr. August Joesting.

Auditor Merchandise Receipts

Correspondent, HARRY BRANSKY

The following letters will illustrate the dispatch with which the office of auditor merchandise receipts handled the five per cent. increase statement. We quote below letters received from the auditors of the Chesapeake & Ohio R'y and Western Maryland R'y.

November 30, 1915.

Mr. J. P. O'MALLEY, A. M. R.
Baltimore & Ohio R. R.

Dear Sir:—

"This will acknowledge receipt of statement of increase in revenue on interline waybills from stations on the C. & O., destined to stations on the Baltimore and Ohio.

* * * * * *

I congratulate you upon the fact that you are the first one to report this data."

(Signed) O. D. JAMES,
Auditor Freight Traffic.

November 29, 1915.

Mr. J. P. O'MALLEY, A. M. R.
Baltimore & Ohio R. R.

Dear Sir:—

"After telephone conversation with you several days ago, concerning furnishing data in connection with I. C. C. Docket 5860, Special Report Series, Circular No. 21, October, 1915, I was not surprised in receiving your information today, which was mailed with your letter dated November 27th, file FS-852.

"I am sure you feel considerably relieved in having this part of the task completed, and I personally feel that your office is deserving of credit in being able to furnish the figures before the time agreed to at the Buffalo meeting.

(Signed) P. L. OVERMAN.
Freight Auditor.

The generous spirit that has often been displayed by the employes of this office toward charity, again manifested itself on Friday, December 17, in the form of contributions for the Twelve Opportunities, the funds for which were collected by the Baltimore *Evening News*.

In all $45.00 was collected, and it was sent to the *Evening News*, to be equally distributed among the funds for the nine remaining unfortunates.

Christmas cards were sent out by each of the several bureaus of this office, statistical, revising, interline settlement, and agents' settlement, to all of the clerks in their respective offices. They were inexpensive but attractive remembrances and should be cherished as sincere expressions of appreciation from one fellow worker to another. Each card contained the names of the head clerks in the respective bureaus. This is a good idea. It means good spirit, kindness and a becoming recollection of the unselfish and thoughtful feeling of the Christmas tide.

Miss L. M. Leech, when ill, was kindly remembered by the ladies of the comptometer bureau. A large basket of fruit, beautifully decorated with ribbons and holly, was the token sent her, with the good wishes of the department.

Messrs. B. F. Pitzer and S. J. Noeth, who have been ill for some time, were remembered by their fellow clerks of the revision bureau. Each was the recipient of a large basket of fruit, and the kind wishes of all concerned.

New York Terminal

Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22

Divisicnal Safety Committee

Wm. Cornell.....Chairman, Terminal Agent
W. B. Biggs.....Agent, Pier 22, N. R.
E. W. Evans.....Agent, St. George, S. I.
J. J. Bayer.....Agent, 26th Street, N. R.
J. T. Gorman.....Agent, Pier 21, E. R.
A. L. Mickelsen.....Agent, Pier 7, N. R.
Albert Oswald.....Agent, Pier 22, N. R.
Michael Degnon.....Foreman, 26th Street, N. R.
W. D. Ritter.....Foreman, Pier 7, N. R.
Edw. Salisbury.....Assistant Terminal Agent
John Johns.....Master Carpenter
N. Johnson.....Clifton Shops
E. G. Clark.....Tug Captain
Edw. Sparks.....Marine Engineer
Henry Bull.....Barge Captain
Neils Gadeberg.....Barge Captain

Staten Island Rapid Transit Railway Company

Correspondent, R. Groeling, *Chief Clerk*
Clifton, S. I.

Divisional Safety Committee

Permanent Members

F. C. Syze.....Chairman, Assistant Superintendent
B. F. Kelly.....Vice-Chairman, Trainmaster
C. M. Davis.....Secretary, Clerk Assistant Superintendent
W. B. Redgrave.....Engineer Maintenance of Way
J. Bowditch.....Assistant Engineer Maintenance of Way
W. A. Deems.....Master Mechanic
A. Conley.....Road Foreman of Engines
F. Peterson.....Supervisor of Station Service
Dr. F. DeRevere.....Medical Examiner
J. B. Sharp.....Coal Agent
E. W. Evans.....Terminal Agent
E. Alley.....Supervisor of Track
W. L. Dryden.....Signal Supervisor
C. H. Kohler.....Superintendent of Ferry
J. A. Larkin.....Chief Train Dispatcher

Rotating Members

T. Weir.....Carpenter Foreman
T. Keegan.....Shop Foreman
E. Balma.....Acting Captain of Police
W. Ford.....Engineer
A. Heil.....Fireman
W. O'Connor.....Conductor
W. Fink.....Trainman
R. J. Sadler.....Signal Repairman
A. Van Clief.....Car Inspector
R. J. Cromie.....Agent
J. Cavanaugh.....Car Repairman

The boys from the Island had a splendid time at the annual Christmas Smoker and Entertainment of the New York Railroad Club held at Waldorf Astoria Hotel on Friday evening, December 17. It was a double pleasure at this time, for Frederick C. Syze, assistant superintendent, also retiring president of the club, was presented with a very handsome loving cup and serving tray in token of the club's appreciation of the faithful service rendered by him, not only as its president, but as an active and congenial member of the executive committee. It was indeed a great delight for the representatives from the Island for Mr. Syze to be so honored, as he is one of the rank and file and much admired by all.

The work of extending the tracks in Arlington yard has made rapid progress. The contractors are doing the work of filling and the tracks are extended as fast as the fill is made. Everything possible is being done to assist the transportation department in giving them more room for cars.

On account of the rush work in the maintenance of way department, Baltimore has given them the assistance of about sixty colored gentlemen, who are located in a camp in Arlington yard.

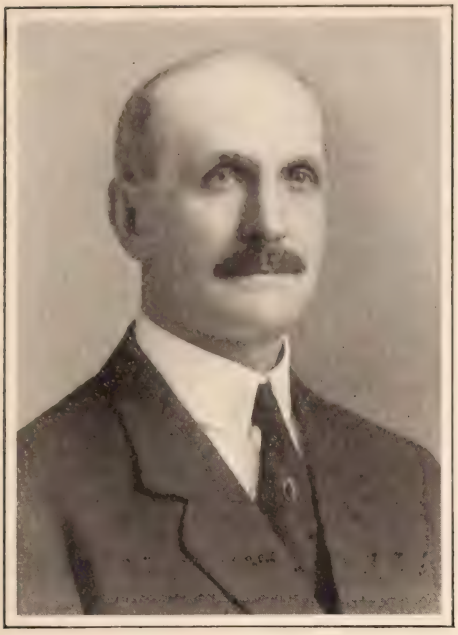
The heartfelt sympathy of all is extended to Jack McGovern, chief clerk in the traffic department, and his wife, in the death of their eighteen months old daughter.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
F. G. Hoskins.....Division Engineer
J. Kirkpatrick.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
D. C. Elphinstone.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
E. A. Jackson.....Road Engineer
Earl Hewitt.....Road Fireman
W. L. Vint.....Road Conductor
William White.....Yard Conductor
P. B. Legates.....Tender Repairman
P. J. Drolet.....Work Checker
R. C. Acton.....Secretary to Superintendent, Secretary



JOHN C. RICHARDSON

John Clifford Richardson, a Pennsylvanian by birth, but of Baltimore parents, entered the service of the Baltimore and Ohio Railroad as chief clerk of the Philadelphia Division shortly after the road was finished into Philadelphia in 1886, and is now rounding out his thirtieth year in the service of the Company in the same position.

It is said of Mr. Richardson that he has an exceptionally wide acquaintance with Baltimore and Ohio employes, on every part of the System, and that he never forgets a face or a friend; the latch-string is always out for the many friends and acquaintances from far and near who visit the city of Brotherly Love.

He is particularly proud of his record, and is glad that such a large number of those who started service on the Philadelphia Division, or were at one time connected with that division, have risen to higher positions in the service, among them J. Van Smith, now deceased, formerly general superintendent at Chicago, Ill.; C. C. F. Bent, former vice-president, Staten Island Lines; H. B. Voorhees, now general superintendent, Cincinnati, Hamilton and Dayton Railway; R. N. Begien, now general superintendent, Baltimore and Ohio Southwestern; J. B. Carothers, now assistant to the general manager, Baltimore and Ohio Southwestern, and many others.

One of Mr. Richardson's pet hobbies is the Veteran Employes' Association, of which he was one of the original founders, and of which he has been the president since its inception, the Philadelphia Division organization now having some 400 members.

Travel on our Philadelphia-Eddystone workmen's trains has increased so much that an additional train was put on December 20.

W. F. Gatchell, depot ticket agent, Wilmington, has returned from a trip to Salt Lake City, Denver, and other western points. Mrs. Gatchell and their son, R. L. Gatchell, agent at Collingdale, Pa., also made the trip.

George Mulligan, track foreman, Wilmington, Del., recently had an attack of la grippe.

The following stations on the Philadelphia Division showed increases as noted for November, 1915, over the same month last year:

Philadelphia (freight)	$88,377.00
Woodlyn	16,118.00
Wilmington (freight)	10,220.00
Yorklyn, Del.	9,928.00
Childs, Md.	3,334.00
Cowenton, Md.	2,030.00
Philadelphia (ticket)	2,000.00

William A. McDade, a brief account of whose career was given in a late edition of the MAGAZINE, died on December 25, and was buried on December 27 in the Western Cemetery. A large number of his friends attended the funeral.

It will be remembered that Mr. McDade was an engineer over forty years and that he was the only engineer on the System who was presented with a gold medal at a national meeting of the Brotherhood of Locomotive Engineers for this notable service.

Baltimore Division

Correspondent, J. B. MORIARTY, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. ALLEN.....Chairman, Superintendent
J. P. KAVANAGH....Vice-Chairman, Assistant Superintendent

Y. M. C. A.

T. E. STACY.....Secretary, Riverside
E. K. SMITH.....Secretary, Brunswick
G. H. WINSLOW.....Secretary, Washington

RELIEF DEPARTMENT

DR. E. H. MATHERS.....Medical Examiner, Camden
DR. J. A. ROBB.....Medical Examiner, Washington, D. C.
DR. J. F. WARD.....Medical Examiner, Winchester

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Baltimore and Ohio Employes Magazine, Baltimore, Md.

CLAIM DEPARTMENT

R. B. BANKS.....Division Claim Agent, Baltimore

TRANSPORTATION DEPARTMENT

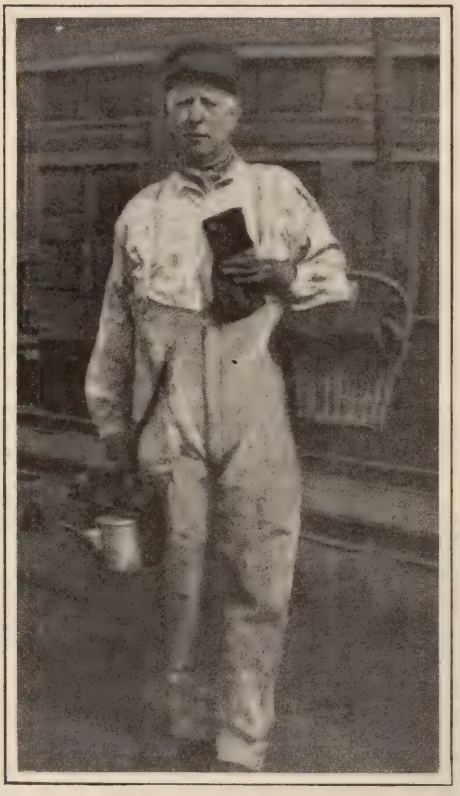
S. A. JORDAN.....Assistant Superintendent, Brunswick
C. A. MEWSHAW.....Trainmaster, Baltimore
E. C. SHIPLEY.....Road Foreman, Riverside
J. J. MCCABE.....Trainmaster, Harrisonburg
W. T. MOORE.....Agent, Locust Point
D. M. FISHER.....Agent, Washington, D. C.
W. E. SHANNON.....Agent, Brunswick Transfer
A. M. KINSTENDORF.....Agent, Camden
C. T. GROVES.....Freight Conductor, Riverside
A. T. MOXLEY.....Freight Engineer, Riverside
C. E. CRUMMITT.....Freight Fireman, Riverside
C. A. HAYMAN.....Yard Conductor, Bay View

MAINTENANCE OF WAY

H. M. CHURCH.....Division Engineer, Baltimore
S. C. TANNER.....Master Carpenter, Baltimore
C. A. THOMPSON.....Signal Supervisor, Baltimore
E. E. PEDDICORD.....General Foreman, Locust Point
A. C. ZEPP.....Supervisor, Baltimore
J. BIDEN.....Foreman, Mt. Clare
S. J. LICHLITER.....Supervisor, Staunton
W. DAY.....Foreman, Gaithers
J. S. SCHELL.....Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

A. K. GALLOWAY.....Master Mechanic, Riverside
W. BATTENHOUSE.....General Foreman, Riverside
E. C. HERGET.....Labor Foreman, Riverside
C. P. LEHRER.....Gang Foreman, Baileys
L. A. MOGART.....Clerk, Locust Point
J. J. GOOD.....Roundhouse Foreman, Brunswick
R. F. PETERS..Assistant Foreman Car Department, Brunswick
T. O'LEARY.....Car Foreman, Washington



WILLIAM H. ZEPP

William H. Zepp, engineer, died on October 22, 1915, from stomach trouble, after an illness of almost two months. He was sixty-four years old.

Mr. Zepp commenced his service with the Company in 1864 as a stable boy at Mount Clare. After serving in this position for some time he was transferred to Bailey's roundhouse as engine cleaner, and in 1870 was promoted to the position of passenger fireman, not having to serve any time on freight. Among the engineers for whom he fired are "Abe" Ingalls, who is now pensioned, Charles Galloway Sr. (the grandfather of general manager C. W. Galloway), and Joshua Shipley. In 1885 he was promoted to passenger engineer, a position which he held until the time of his death.

Mr. Zepp was known to railroad men as "Grover," a nickname he received when he ran the train that carried Grover Cleveland to Washington for his inauguration as President of the United States.

He was well known to the people along the Frederick Branch and was called "Uncle Bill" by many of the children living along the line, to whom it was his habit to distribute cakes and candy. Many of these children came to Baltimore to attend the funeral, which was also attended by members of the Brotherhood of Locomotive Engineers, the Veterans' Association of our Baltimore Division, and the Loyal Order of Moose. The pall-bearers were members of these associations and the burial was in Loudon Park Cemetery.

E. L. MCCAHAN.

Riverside Shops

"Baldy" Davis was recently promoted from Locust Point distribution clerk to labor distributer of Riverside shops. Congratulations, "Baldy."

"Pop" Younger, janitor, was remembered by the boys in the office on Christmas day with a little cash gift. Shop clerk Whalen made the presentation speech.

C. E. Davis, work checker in the general foreman's office at Locust Point, was married on Thanksgiving eve. Congratulations, Al.

Bill Davis, inspector on the freight track at Locust Point, was married to Miss Ely of Overlea on December 22. Billy has the best wishes of all the boys at the "Garden Spot." The marriage bee seems to have stung the Davis boys and we are wondering when it will strike "Baldy."

Locust Point

C. E. Davis, chief M. C. B. clerk, was married November 24. Al is already thinking of the toys he will have to buy next year.

Dan White, work checker, has resigned to take a position at Sparrow's Point. L. S. Baechtel has taken his place.

George Dietz has taken the place of J. Fowler as yard clerk, the latter having been promoted to some special work.

We hear again that Oily Schmouse, oiler, is to be married early in the New Year. Good luck to Freddy.

Fred Sommers is still smiling over the arrival of his new grandson.

We hear that car foreman Hoffman is having a new "dope" book made, which we hope will be given him on his next birthday.

"Wait-a-Minute" Welsch has been transferred to Curtis Bay to take charge of "cutting up" a new allotment of steel cars.

We are sorry to hear of the illness of Mrs. Taylor, the wife of one of our carpenters.

Time-keeper Jack Stevens is back on the job after a bad case of La Grippe.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, *Chief Clerk*
Washington, D. C.

With the approach of the Christmas season there always comes a perceptible lull in the social activities of the freight station employes, undoubtedly caused by the fact that all are laying aside their surplus funds for holiday use. However, the season of giving makes us all feel better and happier by the knowledge that we have been able to help the needy and to bestow a little joy and pleasure upon the little ones around us. This feeling is especially keen if our giving has occasioned some small sacrifice on our part.

It was with pleasure that we welcomed our medical examiner, Dr. John A. Robb, on his return to the old "stamping ground." Dr. Robb recently underwent a serious operation, and everyone is rejoiced to know that he has recovered sufficiently from its effects to enable him to resume his practice.

Night yardmaster Fred O. White was recently transferred from Washington to Mt. Clare. This is a promotion for Fred and we extend to him our hearty congratulations.

Foreman Jacob S. Schell, of the maintenance of way department, who has been stationed in Washington for a number of years, was recently transferred to Keedysville, Md., to take charge of the erection of the new station there. His place here has been filled by A. W. Walters. We congratulate both these gentlemen on their promotions.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary*
Y. M. C. A.

There is a very able fire department connected with the Washington Terminal Company, with C. S. Heritage, chief fire marshal and W. M. Cardwell deputy fire marshal. Four chemical engines and four hose carriages are located at convenient points so that any part of the property can be reached quickly. Fire drills that take place each week at times previously unknown to the members, demon-

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Boston, Philadelphia, Chicago, St. Louis, Norfolk, Atlanta, New Orleans, Dallas, El Paso, Pueblo, Tulsa

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PHILADELPHIA
¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.
¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.
¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.
¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.
¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.
Rooms $1.50 up — With bath $2.00 up
The Rittenhouse in Philadelphia
On the Edge of Everywhere
CHARLES DUFFY, Manager

strate by their prompt handling, the efficiency of the department.

In addition to the regular outside fire apparatus the interiors of the various buildings are thoroughly equipped with hand chemical extinguishers and lines of hose placed conveniently for emergency use. Exits, signs, fire signal lights and gongs are liberally arranged for and if necessary the buildings could be quickly vacated. The use of these things is only a remote possibility as in their construction only fire proof buildings were erected.

Our membership has kept over the 1,000 mark since reaching that point despite the depression incident to the summer months. By hard work and steady effort this has been accomplished. We are glad to report that we closed the month of November with 1015 members on our books.

Thanksgiving day was one of special giving of thanks by our genial friend S. Walter Hughes, Jr., for he showed his sincerity and good judgment by going to Havre de Grace and taking a life partner.

He was married in the Methodist Church to Miss Verlies M. Deppish. Congratulations to Mr. Hughes, and the many friends of both Mr. and Mrs. Hughes wish them a long and prosperous journey together through life.

B. B. Fulk, the popular president of the Bowling League and one of the high class bowlers on the Auditor's team, created considerable exticement recently when he rolled the highest score made this season in the Evening Bowling League.

Mount Clare Shops

Correspondent, S. E. Forwood, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
R. P. Litchfield.....Machinist, No. 1 Machine Shop
J. O. Perin.....Machinist, No. 2 Machine Shop
F. W. Scott.....Machinist, No. 3 Machine Shop
H. C. Yealdhall.....Boilermaker, Boiler Shop
Edw. Fetrow.....Smith, Smith Shop (also Foundry)
S. C. Carter.....Machinist, Erecting Shop
W. D. Lenderking....Pipe Fitter, Pipe Shop (also Tin and Tender)
J. P. Reinardt.....Fire Marshal, Yard, Axle Shop, Flue Plant and Rolling Mill
H. H. Burns.....Car Repairman, Freight Repair Track
J. W. Smith.....Car Builder, Passenger Erecting Shop
Wm. F. Smith.....Mill Machine Hand, Saw Mill
Walter Hart.....Car Builder, Steel Car Repair Track
A. F. Becker.....Painter, Paint Shop

Great was our regret when we found that P. Conniff, former superintendent of shops, had been transferred to other duties.

Mr. Conniff was stationed at Mt. Clare for over two years and during that time won the friendship of all who knew him. During his incumbency a number of improvements were made at Mt. Clare, notable among which were toilet and washroom facilities. A number of the shops were practically without any up-to-date conveniences of this kind when Mr. Conniff came to Mt. Clare and now nearly all shops are well provided. The foot-ways have been greatly improved and instead of having dirt foot-ways, the grounds have been provided with good concrete walks. A great many improvements were also made in the shops in the way of more up-to-date machines, much better crane facilities, and a number of other time and labor devices, which have increased the output and won for the Company the good will of the employes.

When leaving, Mr. Conniff took with him the very best wishes of the men at Mt. Clare and he will long be remembered for his many acts of kindness and consideration for the comfort of the employes.

Great interest has been aroused at Mt. Clare recently in "Safety First." Our general Safety committeeman, John Hair, has inaugurated a series of noon-hour mass meetings, which have been largely attended by the employes.

Thus far three meetings have been held, which were addressed by Messrs. J. W. Coon, assistant to general manager; J. T. Broderick, supervisor of special bureaus, and A. Hunter Boyd, Jr., assistant general attorney. In addition a meeting was held on the freight repair track, addressed by C. B. Craig, chief Inspector of the Safety and Legislative Bureau.

Each month the accident reports are compiled and classified and a statement posted in each shop, showing the total number of accidents, listed under the heads "Avoidable" and "Unavoidable," and sub-divided to show injuries to hands, feet, eyes, etc. This list also shows the shops in which the accidents occur, and under what foreman or gang foreman the injured party was working at the time of the accident. This gives each foreman a check on his men and is of great assistance to him in the education of his men to be more careful.

While praise is heard about how the people down town made it possible for an early Christmas pay, we might mention the piecework organization at Mt. Clare. The clerks put in twenty-nine hours straight time on the 15th.

Arthur Hurd steals glances at the clock quite often these days. There is some excuse though; Arthur is a newlywed.

Stores Department

Our genial assistant shipping clerk, Kilb Calloway, accepted a position with the E. I. Dupont de Nemours Powder Company at Wilmington, Del., and we all wish him every success in his new position.

McIlvain Ross (better known as "Si") has been promoted to the position made vacant by Mr. Calloway's resignation.

Mr. Severe has been appointed foreman of janitors. He has a gang of one man—himself—which he keeps very busy on the storehouse platform.

N. M. Lawson, of our office force, recently accepted a position with O. C. Cromwell, mechanical engineer. Noah will have some mail to handle. M. Starr will fill Mr. Lawson's place.

Mechanical Department

E. E. Johnson has a new diamond disc, and looks with a great deal of compassion upon those who still stick to the old types. Poor Nick is again one of the unfortunates; he possesses one of the latter, and wonders what makes his next door neighbor frown at him so darkly.

We are all sorry that W. R. Hedeman is to leave us. It is a pleasure to know, however, that he will greatly increase his income by making the change. Success to him in his new venture.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*

H. H. SUMMERS, *Superintendent's Office*

W. C. MONTIGNANI, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL.....Chairman, Superintendent
J. K. YOHE.....Assistant Superintendent
T. R. REES.....Secretary
J. W. DENEEN.....Trainmaster, East End
E. P. WELSHONCE.....Trainmaster, West End
L. J. WILMOTH.....Road Foreman, East End
M. A. CARNEY.....Road Foreman, West End
W. TRAPNELL.....Division Engineer
T. R. STEWART.....Master Mechanic
J. K. MILLHOLLAND.....Assistant Master Mechanic
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DOERNER.....Medical Examiner
DR. F. H. D. BISER.....Medical Examiner
DR. L. D. NORRIS.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. D. STROUSE.....Joint Agent
C. W. HAYMOND.....General Car Foreman, East End
W. S. DAVIS.....General Car Foreman, West End
F. L. LEYH.....Storekeeper
W. M. HINKEY.....Storekeeper
W. S. HARIG.....Claim Agent
J. Z. TERRELL.....Freight and Ticket Agent
I. S. SPONSELLER.....General Supervisor
J. C. MCCARTY.....Captain of Police
F. A. TAYLOR.....Master Carpenter
W. C. MONTIGNANI.....Secretary Y. M. C. A.

ROTATING MEMBERS

C. C. POLLOCK.....Engineer
D. R. SUTER.....Fireman
J. T. CHADWICK.....Conductor
G. W. HOLTZMAN.....Yard Brakeman
P. DUFFY.....Machinist
J. ZUMBRO.....Car Inspector

The evening of December 6, 1915, was an eventful one for Cumberland. We had a "White Way" celebration in recognition of the recent re-paving of Baltimore Street, and the installation of thirty-six large street lights.

The celebration commenced with a huge parade, which formed on Park Street, directly back of our station, and in which railroads, merchants, societies and individuals participated, having floats of all descriptions, emblems, banners, advertisements, etc.

Among the participants was the Cumberland Division, which presented a model of engine 2149, almost the exact front size, and displaying regular head lamp and "Safety First" sign. Following the engine came sixteen automobiles with electrically illuminated banners about three feet square, each banner bearing a letter of the words "BALTIMORE AND OHIO" on either side.

An observation car came last, the rear of it being almost standard size, and it carried an electrically illuminated sign on which was inscribed the words "INTER-STATE SPECIAL."



AGENT BRAMBLE (on right)
his car and Chief Clerk McGinn

The sixteen automobiles conveyed officials and employes of Cumberland Division.

The march was made from Park Street, down Baltimore, up Mechanic, Market, Centre, Bedford, Decatur, Baltimore Avenue and again down Baltimore Street; then out Green to Paca, where the parade disbanded.

Twenty thousand people packed the streets, allowing only sufficient space for the passage of the floats.

Engine 2149 was constructed on the big automobile of G. R. Bramble, our efficient freight agent, and was driven by the owner. In the cab window sat the veteran Daniel E. Fisher, regular engineer of 2149. He was on the right side with his keen eye on the look-out and received the applause of the mulitude in his usual pleasant and cheerful manner, demonstrating that he could ride the 2149 successfully not only upon the rails of the Baltimore and Ohio, but down our main street as well.

The officials and employes were recognized by their friends during the march down the illuminated street, and the reception accorded them in words of praise, waving of banners and vociferous cheering was truly hearty.

On the rear of observation car was our popular passenger conductor C. J. Welsh, who, in uniform, met with smiles and nods the cheers and salutations of the populace.

On one side of Captain Welsh stood station lineman Harry Collison, uniformed as a brakeman, and in charge of the electric lighting on observation car. It kept Harry busy respond-

ing to the greetings of his numerous friends, such as "Hello Shorty," "Hello Lineman," "There's our old friend Harry." And Harry knew them all.

No observation car is complete without a colored porter, and this car of ours was not the exception; for behold, William Wilson, in all his glory, was right on the job. Putting it mildly, Billy's conduct was "scandalous." He was bending and bowing and tipping his hat in a profuse manner in response to the cheers from his many acquaintances (for Billy is widely known). Some doubt was entertained in the minds of many of us that Billy would be able to report for his regular turn on the following day on account of his maneuvers on rear of car.

The huge truck on which the observation was constructed was loaned by Mr. Lewis Weber, contractor of Cumberland, and the seventeen automobiles, including one loaned by Mr. Bramble, were furnished us by their owners (all employes), gratis, for the occasion. Each one was written a letter, signed by superintendent Cahill, thanking them for their generosity and cooperation.

One striking and important feature about our display was the fact that twenty thousand people spelled out the words and pronounced

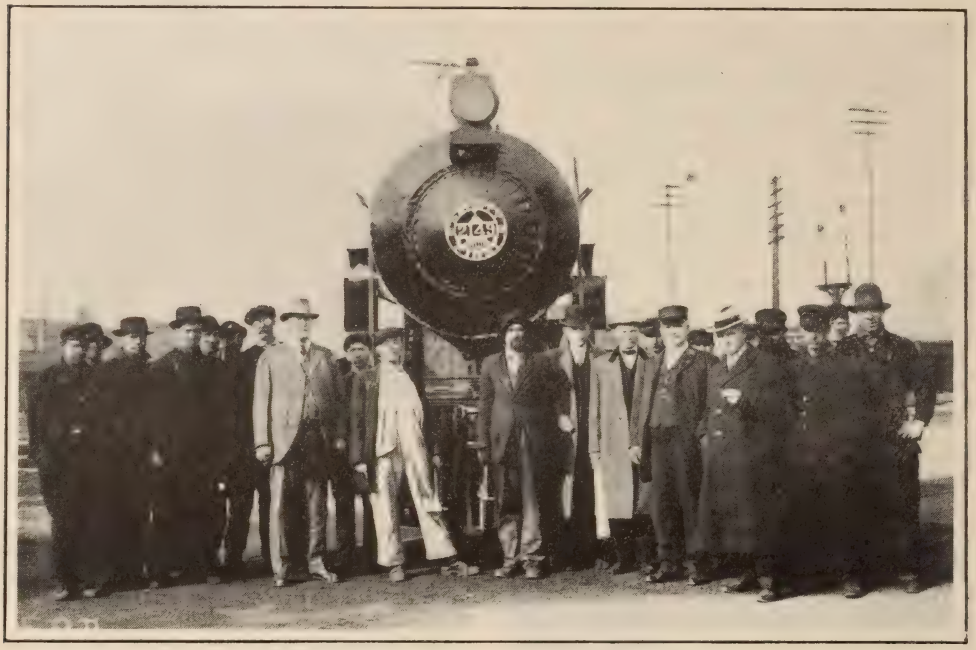
BALTIMORE AND OHIO

and it was only occasionally that one would hear "B. & O."

To witness such a scene, to note the beautiful floats, what they were representative of; to consider the time spent and interest and pride displayed in their preparation; to observe the happy and smiling faces and hear the kind greetings exchanged was most delightful and gratifying.

The superintendent was well pleased with the display, and did not hesitate to compliment his boys on their good work.

The accompanying picture shows the front view of engine 2149. The tall gentleman to left with light suit is engineer D. E. Fisher, to his left are F. Burgman and J. T. Cross, who built engine; E. C. Drawbaugh, division operator; C. W. Haymond, general car foreman; C. J. Welsh, passenger conductor, and W. E. Yarnell, assistant trainmaster. The engine was designed by C. E. Powers at Cumberland shops.



"ENGINE" 2149 AS USED IN THE PARADE

On November 21, Reverdy Wachter, one of the oldest employes at freight house, died after an illness of five days. Mr. Wachter was only forty-seven years of age and had spent twenty-five years of that time in the employ of the Company.

Cumberland Young Men's Christian Association

The Company Y. M. C. A. had its share in the parade and demonstration of the opening of the "Great White Way" in Cumberland. Immediately following the splendid turnout of the Baltimore and Ohio employes and the "Interstate Special" was a large float, erected on a motor truck, the use of which was kindly donated by the Potomac Produce Company. The float was beautifully decorated, and bore a sign in eighteen inch letters: "The Baltimore and Ohio Railroad Y. M. C. A., The Railroad Man's

Home when Away from Home." The float was highly commended and loudly applauded by the throngs on the streets during the parade.

Our Y. M. C. A. will celebrate its tenth anniversary in the early part of February. President Daniel Willard, in a letter to the secretary, stated that if it is at all possible and his engagements will permit, he will be present and deliver an address. In January the association will have a campaign for one thousand members, and every employe of our division will be waited upon, and invited to become a member. It is the earnest desire and hope of the committee of management, and also its aim, to make our Y. M. C. A. first in point of membership of any of the associations on the System. This will mean hard work, but from superintendent Cahill down, the men believe that it can be done, and that when we celebrate the tenth anniversary, we will celebrate with one thousand members. Cumberland Division readers, your cooperation is earnestly requested. Help us hit the BULL'S EYE. Remember that although you may not use the privileges of the association, your brother employe does. Last year the association helped between six and seven hundred of your brothers when they needed help. Many and many a man would not have been able to have started on the road because of not having the money to secure board and rooms, and the association stood back of them and helped them to get on their feet. This is the true spirit of brotherhood, and the small investment of five dollars makes you a member of the association for one year, and will give you a part in this noble work. To have a Y. M. C. A. card with your name on it is one of the best identification cards you can have in your pocket. Now is the time to join.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Z. T. Brantner, superintendent of shops at Martinsburg, has just completed fifty-three years of continuous service with our Company. He is now sixty-seven years old. One seldom meets a man who has spent such a large part of his life in the employ of one company. He has never been furloughed or out of the service for any cause. This record speaks louder than could any words of praise of the esteem and confidence in which the management holds Mr. Brantner.

The following verse, written for and sung by our Glee Club at the Veterans' Outing at Berkeley Springs last summer, expresses something of the esteem in which Mr. Brantner is held by the men of the Martinsburg shops.

"Here's to Brantner, his first name's Zack.
The boss of the M. of W. shack;
For fifty-two years he's been on the job,
We take off our hats to this loyal nabob."

Born to fireman and Mrs. Merle Cox, a son. Will he be an engineer, Cox?

The executive committee of the Martinsburg Association; Baltimore and Ohio Veter-



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HE can give the population of any place in America of over 5,000—

HE can give every important date in world-history—

HE has 300,000 Facts and Figures stored away in his brain.

William Berol is this man's name, and a few years ago his memory was distressingly poor. His amazing efficiency was developed through his own simple, practical method.

His system is being taught with great success to large classes at many educational institutions in New York City. You can learn it easily, quickly, *by mail.*

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You will be able to recall Names, Faces, Dates, Telephone Numbers; his simple system will cure mind wandering and teach concentration; you can remember facts in a jiffy after one reading; you can recall any episode that you wish; you can become a clear thinker, and in public speaking never be at a loss for a word. Give this method a few spare minutes daily, at home, and you will be astonished.

Write today for full free particulars of this man's wonderful memory and our offer to YOU.

FUNK & WAGNALLS COMPANY, Dept. 404, New York

ans, is busy planing for the annual banquet of the association which will take place January 22. The wives of the members will be invited to enjoy the festivities and to help make the affair a success.

L. Cunningham has taken charge of the motive power shop, coming from Cumberland. We are glad to welcome Mr. Cunningham to our shop. He is an illustrator of ability, some of his work having appeared in the MAGAZINE. He will meet with success in his new job and can be sure of the hearty cooperation of all in the local shop.

John W. Barker, a retired employe, and treasurer of the Martinsburg Veterans' Association, and Mrs. Denia Phillippy, were married in this city on Tuesday, December 21. Mr. Barker is well known to many of the employes, having served the Company for many years. Mrs. Barker was the widow of engineer L. O. Phillippy, and is a very estimable lady.

Forest W. Mohler, clerk at Cumbo, met with a fatal accident on November 21 while riding his motor cycle. He was taken to the City Hospital and every effort known to science used, but without avail. The young man died Tuesday, November 23. Mr. Mohler was an efficient employe and well liked by all who knew him.

Monongah Division

Correspondent, C. M. STUBBINS
Supervisor of Fuel

Divisional Safety Committee

J. M. SCOTT.....Chairman, Superintendent
E. D. GRIFFIN.....Trainmaster
T. F. PERKINSON.....Master Mechanic
T. K. FAHERTY.....Road Foreman
E. T. BROWN.....Division Engineer
W. O. BOLIN.....General Car Foreman
J. O. MARTIN.....Division Claim Agent
DR. C. A. SINSEL.....Medical Examiner
P. B. PHINNEY.....Agent
S. H. WELLS.....Agent
J. D. ANTHONY.....Agent
G. H. TURNER.....Agent
E. J. HOOVER.....Agent
W. C. BARNES.....Secretary

ROTATING MEMBERS

M. B. PENDERGAST.....Machinist
A. J. BOYLES.....Conductor
C. A. HARTLEBEN.....Brakeman
C. N. LEITH.....Engineer
J. N. FRAME.....Fireman
B. A. HUPP.....Piece Work Inspector

A. Wagoner, formerly assistant chief clerk in superintendent's office, has been promoted to the agency at Richwood, vice W. L. Thomas. R. L. Chile succeeds Mr. Wagoner, coming to this office from the agency at West Union.

J. E. Maxwell has been promoted to agent and operator at Wolf Summit.

The grim reaper has taken from our midst Martin F. Green, the well known train dispatcher. Mr. Green was in bad health for some time, but was not thought fatally ill until some two weeks before his death, December 16, when he was taken to the sanitarium at Mount Hope, Md., suffering from a nervous breakdown. His death was a great shock to the family as he had shown signs of improvement after his arrival at Mount Hope. The deceased is survived by the widow and three children, Regina, Harry and Marjorie. He was twice married. His first wife was Miss Mary Elliott, who died several years ago. He later married Miss Emma Hess of this city, who survives him.

Mr. Green was one of the most widely known railroad men of the Monongah Division, having been in the railroad employ for over twenty-nine years and had a wide acquaintance in railroad circles of this section. He was born June 9, 1865, and after a time in the district schools, attended Marietta College. He entered the service of the Company as agent at Volcano Junction in 1886. In 1889 he was made telegraph operator at Parkersburg. One year later he came to Grafton as copy operator and in 1892 was made a train dispatcher in the local office. He filled this position very satisfactorily and continued in that capacity until 1907, when he was made division operator. He remained in the service as such until December, 1914, when the retrenchment caused this position to be abolished. He returned to his position as train dispatcher and was holding this position at the time of his death. His remains were brought home on train No. 11 and the funeral took place from St. Augustine's Catholic Church Sunday afternoon. It was largely attended. The floral offerings were many, attesting the high esteem in which our friend was held.

H. G. Hammond has been promoted to third trick operator at Smithburg.

Operators, Monongah Division, please note: Bulletin shows 100 per cent. efficiency account of agents and operators during the month of November. Every one seems to be hitting the ball, as there was no discipline administered during that month, and they must remember that the good performance is appreciated by all.

Assistant division engineer A. H. Freygang, who recently came to this division from Pittsburgh, is moving his family to Grafton. Mr. Freygang took the place of V. P. Drugan, who resigned November 1. Everyone on the Monongah Division welcomes Mr. Freygang and family to our midst.

Arthur Carroll Sullivan, aged seventeen years, passed away recently at the home of his mother and stepfather, Mr. and Mrs. Castor, in Maryland avenue, Bellview. The deceased had been ill with typhoid fever.

As a last resort in the hope of saving his life his stepfather gave up some of his blood by transfusion. For a time it was thought the effort would be fruitful, but he began to sink



ARTHUR C. SULLIVAN

rapidly and hope for his recovery was abandoned.

Arthur was a caller for the Baltimore and Ohio Railroad Company. He was most popular among the employes of the road, and among his friends in general. He belonged to the Methodist Episcopal Church in Barnestown, and was also a member of the Sunday School.

Wheeling Division

Correspondent, J. W. VILLERS

Divisional Safety Committee

J. W. ROOT	Chairman, Superintendent
G. F. EBERLY	Division Engineer
J. BLEASDALE	Master Mechanic
W. F. ROSS	Road Foreman of Engines
F. R. DAVIS	Terminal Trainmaster
C. M. CRISWELL	Agent, Wheeling, W. Va.
DR. J. E. HURLEY	Medical Examiner
M. C. SMITH	Claim Agent

ROTATING MEMBERS

F. J. NEIMAN	Engineer
R. F. BEASLEY	Fireman
W. D. HOWARD	Conductor
WM. BOLEN	Conductor
GEORGE DEAN	Piece Work Inspector
C. A. HUNT	Boilermaker
ED. EBERLE	Pipe Fitter
H. C. HOOVEN	Machinist
B. L. HELFER	Secretary

Engineer J. Coxon has been promoted to assistant trainmaster and road foreman on the Short Line and Ohio River territory, vice J. W. Bull, transferred to Ohio River Division temporarily.

There was an "Employes Meeting" held in the auditorium of the McMechen Public School building, McMechen, on Monday evening, December 13.

A very interesting lecture was given by B. L. Crolley on the superheater locomotive, its advantages, etc. W. J. Duffey also gave a good talk on Walschaert valve gears, break downs, etc., which was enjoyed by all present and especially by our engineers and firemen. Boys, tell Mr. Duffey your troubles—get a hard question for him. He will tell you what to do.

Colonel Robert White, veteran of the Confederate cause, twice elected attorney general of West Virginia, once city solicitor, former counsel for the Baltimore and Ohio Railroad Company, former president of the State Bar Association, and the oldest attorney practicing at the Ohio County bar, died at his beautiful home near Wheeling, on December 12, 1915.

He was born in Romney in 1833 and was of a distinguished family. He was largely responsible for the development of the South Branch Valley and was president of the railroad connecting Romney with the Baltimore and Ohio (now a part of our System) for a number of years. He served with Stonewall Jackson during the Civil War and was always vitally interested in the supporters of the cause of the South. A prominent attorney, a stalwart patriot, a useful citizen and an active churchman and Mason, his passing removes from the roll of honor of the citizens of West Virginia one of its best loved and highly respected citizens.

Our division, long known for its number of confirmed bachelors, is an ideal field of action for Dan Cupid. After marshalling his hosts of pretty girls during the past year, he gave battle, and now, at the beginning of the New Year, we look back and see the field of love strewn with many of his victims.

Engineers, conductors, firemen, flagmen, brakemen, train dispatchers, stenographers, clerks and many more succumbed to his shafts.

Girls, girls, girls! If you want to get married, come to the "Good Old Wheeling Division."

Wheeling Division Ball

Every Baltimore and Ohio station from Grafton and Hartzell on the east to Bellaire and Holloway on the west, sent representatives to the ball and entertainment given by the employes of the Wheeling Division in Market Auditorium, Wheeling, on the evening of December 28. Special trains were run from Cameron and from Holloway for guests from those and intermediate stations. There were 1,200 railroaders and their wives, sweethearts and friends present.

At eight o'clock J. M. Garvey, the general chairman, called the assemblage to order and introduced Harvey L. Kirk, the mayor of Wheeling, who delivered an address of welcome.

W. E. Lowes, assistant general passenger agent, gave a stereopticon talk in which he explained why our road has been called the "scenic and historic route of eastern America."

By 9.30 p. m. the way was clear for dancing, which continued until 1.00 a. m. Meister's orchestra furnished the music, each selection being designated on the program as representing one of our stations on the Wheeling Division.

Tables for cards and dominoes were provided for those who did not care to dance and the guests all enjoyed the buffet luncheon served.

Mr. Garvey read letters of regret from president Willard, third vice-president A. W. Thompson and general manager C. W. Galloway.

Among those present were superintendent Green, trainmaster J. W. Root, road foreman of engines F. W. Ross, assistant road foreman of engines John Coxon, superintendent of maintenance of way W. E. Eberley and master mechanic F. M. Bleasdale.



TWELVE HUNDRED EMPLOYES ATTENDED THE GRAND BALL AND ENTERTAINMENT OF THE WHEELING DIVISION ON DECEMBER 28

The chairmen of the committees who had the affair in charge follow: arrangements, C. C. Steele; entertainment, F. L. Sexton; refreshments, C. M. Criswell; program, L. E. Foster; reception, L. W. Fowler, vice-chairman, A. E. Meadley; floor, G. R. Fritzgerald.

The artistic and attractive souvenir program occasioned much favorable comment.

So successful and enjoyable was the affair that it is intended to make it an annual feature of the social life of the Wheeling Division.

Ohio River Division

Correspondent, H. C. Nesbitt

Divisional Safety Committee

Permanent Committee

O. H. Hobbs.....Chairman, Superintendent
C. E. Bryan.....Division Engineer
O. J. Kelly.....Master Mechanic
J. W. Bull....Acting Trainmaster and Road Foreman of Engines
Dr. A. J. Bossyns.....Medical Examiner
W. E. Kennedy.....Division Claim Agent
E. Chapman.....Captain of Police
J. A. Fleming.....Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington

Rotating Members (to serve three months)

A. H. Wilson.....Engineer
M. J. Reed.....Fireman
C. R. Lang.....Conductor
C. B. Southworth.....Yard Conductor
J. F. Simmons.....Locomotive Department
H. G. Woodyard.....Car Department

Cleveland Division

Correspondent, F. P. Neu

Divisional Safety Dommittee

Permanent Committee

H. B. Green.....Chairman
F. P. Neu.....Secretary
J. E. Fahy.....Trainmaster
J. E. Lloyd.....Division Engineer
J. A. Anderson.....Master Mechanic
P. C. Loux.....Road Foreman of Engines
A. J. Bell.....Terminal Agent
Dr. R. D. Sykes.....Medical Examiner
G. J. Maisch.....Division Claim Agent

Rotating Members (to serve three months)

C. C. Davis.....Agent, Midvale, O.
T. Koester.....Machine Foreman, Cleveland, O.
J. Drennan.....Supervisor, Elyria, O.
A. Robinette.....Freight House Foreman, Uhrichsville, O.
F. E. Bachtel.....Piece Work Checker, Lorain, O.
C. H. Ferguson.....Agent, Elyria, O.
B. A. Blackwell.....Fireman, Lorain, O.
J. S. Chambers.....Engineer, Cleveland, O.
T. J. Ward.....Conductor, Akron, O.
E. C. Ferguson.....Brakeman, Lorain, O.
S. M. Stewart.....Conductor, Lorain, O.

Conductor C. M. Wait, who was injured several years ago, has been provided with a place at No. 2 coal machine, Lorain, keeping record of coal dumped. In the closed season he will work in master mechanic's office.

E. E. Brewer, formerly agent, Curtis Bay, later agent at Canal Dover, O., has been appointed agent at Massillon. This is a large business centre and Ernest is in the right place. We know the Baltimore boys are glad to hear this.

Recently two additional tracks have been completed in the Clark Avenue (Cleveland) yard for the purpose of handling ore. These tracks will accommodate several hundred cars and will greatly expedite the handling of freight in Cleveland Terminal. Work is now under way for the construction of additional yard tracks at Clark Avenue yard so as to provide additional room for classifying cars. Automatic scales will be installed on westward hump, which will reduce the number of movements now necessary in weighing cars on account of the fact that there is only one scale in the yard which is located on eastward hump. Total cost of improvements will amount to approximately $80,000.

S. W. Terrant has been transferred from Lorain to Akron as night yardmaster. After his three years in Lorain we will miss "Buck," but wish him luck.

The superintendent of this division sent to the office of the MAGAZINE during the month of December, efficiency bulletins No. 31 and No. 33. In the opinion of the writer, these are, perhaps, the most important he has ever sent out, the first being a summary of the principal expenses of the Baltimore and Ohio during the fiscal year ending June 30, 1915, and a strong plea for conservation in the many items and supplies handled by so many of our employes.

Bulletin No. 33 is so good that we are reproducing it in full as follows:

ALL EMPLOYES—

Superintendents are frequently asked to recommend men for various positions, such as trainmaster, assistant trainmaster, road foreman, assistant road foreman, master mechanic, roundhouse foreman, general foreman, division engineer, assistant division engineer, supervisors, agents, freight house foremen and others.

It is needless to say it is a pleasure for any superintendent to be able to respond to such requests. In order to do this it is necessary that the superintendent know what available timber he has to draw from, and in order that he may know this it is necessary to have a list containing the name, age and knowledge of each one who is anxious to fill any of these positions.

I would be glad if all who aspire to any of these positions will write me in their own hand, giving a brief outline of their knowledge of such positions as they aspire to. It is my intention then to talk to each applicant and if necessary put them in line to get hold of such reading matter as will better fit them for the position, and at the same time satisfy myself as to their qualifications for handling men. We are forming a class which will meet in this building at night during winter periods for the purpose of encouraging the movement which we have outlined above.

Such employes as have boys whom they want to start in railroad work, will be glad to have them write me, giving name, age, address and school education.



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You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight, leak proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

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Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

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GENTLEMEN—Here is $2.50. Send me the pen described in this advertisement. If pen is not satisfactory, you refund the money.

Name.....

City..... State.....



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Newark Division

Correspondent, T. J. Daly, *Chief Clerk*

Divisional Safety Committee

Regular Members

D. F. Stephens ..... Chairman, Superintendent, Newark, O.
C. C. Grimm ..... Vice-Chairman, Trainmaster, Newark, O.
C. H. Titus ..... Assistant Trainmaster, Newark, O.
J. Tordella ..... Division Engineer, Newark, O.
J. S. Little ..... Road Foreman of Engines, Newark, O.
W. F. Moran ..... Master Mechanic, Newark, O.
A. R. Claytor ..... Division Claim Agent, Newark, O.
Dr. A. A. Church ..... Medical Examiner, Newark, O.
D. L. Host ..... Trainmaster and Chief Train Disp'r, Columbus, O.
A. C. Richards ..... Freight Agent, Zanesville, O.
C. G. Miller ..... Shopman, Newark, O.

Rotating Members

T. F. Mulquinn ..... Conductor, Newark, O.
A. Brant ..... Engineer, Newark, O.
S. B. Smith ..... Switch Tender, Newark, O.
R. McLellen ..... Fireman, Newark, O.
J. E. Horn ..... Chief Car Inspector, Newark, O.
J. P. Floyd ..... Machinist, Newark, O.

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton ..... Chairman, Superintendent
C. M. Stone ..... Trainmaster
A. P. Williams ..... Division Engineer
T. E. Miller ..... Master Mechanic
C. N. Cage ..... Road Foreman of Engines
Dr. M. H. Koehler ..... Medical Examiner
G. M. Tipton ..... Freight Agent
I. N. Kidd ..... Agent
G. F. Barclay ..... Agent
H. D. Whip ..... Relief Agent
E. Leckemby ..... Engineer
W. C. Richey ..... Fireman
Lewis Taylor ..... Brakeman
W. G. Keffer ..... Yard Brakeman
F. Zimmerman ..... Machinist
J. P. Harper ..... Piece Work Inspector
E. Osler ..... Signal Repairman

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk, Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch ..... Superintendent
T. W. Barrett ..... Trainmaster
W. L. Kennedy ..... Secretary
C. C. Cook ..... Division Engineer
W. A. Deems ..... Master Mechanic
M. C. Thompson ..... Road Foreman of Engines
Dr. J. P. Lawlor ..... Medical Examiner
W. F. Deneke ..... Agent, Pittsburgh
F. Bryne ..... Claim Agent
E. V. Brennan ..... Superintendent of Shops
A. J. Weise ..... General Car Foreman
Mr. Tatem ..... Car Foreman, Substitute
G. W. C. Day ..... Division Operator
T. G. Kinkaid ..... Engineer
Jas. McElwee ..... Conductor
B. F. Glunt ..... Fireman
C. B. Rock ..... Yard Conductor
C. J. White ..... Foreman
Dr. E. M. Parlett ..... Honorary Member

Among the pleasant surprises at Glenwood was the presentation of a handsome watch fob to G. F. Tagg, engineer in charge, by the boys. Mr. Tagg holds this among his most valuable possessions.

Again the stork is getting busy among our employes. Visits were paid the home of machinist J. W. McBurney, where a bouncing baby boy has blessed the happy couple and the home of air brake repairman John McKenna, where a baby girl now smiles upon Mac. Both mothers and babies are reported as coming along well.

We were all pleased to learn that machinist John Jones had returned to duty after an extended illness.

Former superintendent of shops, L. Finegan, has been promoted to Mt. Clare in the same capacity. He first entered our service at Glenwood, Pa., as master mechanic, June 1, 1911, and was promoted to superintendent of shops April 1, 1915.

Mr. Finegan numbers every employe on the Pittsburgh division as his friend. He knows how to handle men in such a way as to get the best results and yet to retain their friendship at all times. He was an A-1 machinist himself and knew what each man and machine could do.

On November 24, the office force and shop employes, assisted by their friends, held a meeting near the shop and requested Mr. Finegan to attend. After the men gathered machine foreman Ryan stepped forward and presented Mr. Finegan with a handsome diamond ring on behalf of the shop and office employes in remembrance of their pleasant associations. Mr. Finegan was entirely unnerved for the first and only time since his entering service, but recovered sufficiently to thank the boys for the appreciation shown him and said that he hoped that they would continue to work as faithfully in the interests of the Company as they had done under his supervision. He stated that his time on the Pittsburgh Division would always be remembered with fondest recollections and that he would cherish his freinds here for all time.

Our best wishes accompany him to his new position; although sorry to see him leave, we all know that he will make as good at Mt. Clare as he has at Glenwood.

The accompanying photograph was taken as Mr. Ryan was about to pass the ring to Mr. Finegan. Grouped about them are the members of the office force and a number of shop men.

E. V. Brennan, formerly master mechanic of the B. R. & P. R. R., succeeded Mr. Finegan at Glenwood and we earnestly hope that his work here will be successful. Every effort will be made to make him feel at home among his new friends.

J. P. Boyles has been promoted to car foreman on the Light end repair tracks, Glenwood, Pa., vice O. F. Stoneburner, who has been assigned to duties as inspector at Standard Steel Car Works, Butler, Pa., to inspect new equipment being received at that point. We wish both these gentlemen success in their new undertakings.

Our esteemed friend J. W. Cassidy has taken unto himself a better-half and we extend our best wishes for a long and happy married career.

W. H. Kennedy has also entered the matrimonial ring, having been united recently to

Miss Molly Purcell, a young lady of Hazelwood. After an extended trip through the west Mr. and Mrs. Kennedy will make their home in Glenwood, where Mr. Kennedy is employed as machinist.

William Grace was bashful and slipped away to Cumberland to have the ceremony performed, so we are unable to get the full details, but we wish him well even if he did pass us up on his plans.

H. M. Cole has been promoted to chief shop draftsman, vice C. S. Graef, who resigned to take a position with the Ingersoll Rand Co. Our best wishes for the success of these gentlemen accompany them.

W. E. Norris has been appointed assistant piece work inspector in the blacksmith shop at Glenwood, Pa.

New Castle Division

Correspondent, F. E. Gorby, *Chief Clerk*
New Castle

Divisional Safety Committee

J. W. Kelly, Jr.....Chairman, Superintendent
C. P. Angell.....Vice-Chairman, Trainmaster
H. L. Gordon.....Division Engineer
J. J. McGuire.....Master Mechanic
J. B. Daugherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, O.
Dr. E. M. Parlett.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
E. O. Lewis.....Agent, Ravenna, O.
C. H. Waldron...General Yardmaster, New Castle Jct., Pa.
J. L. Maxler.....Road Engineer
E. C. Beahm.....Road Fireman
L. A. Moore.....Road Brakeman
W. P. Kennedy.....Yard Conductor
W. W. Smith.....Yard Engineer
John Brown.....Machinist
A. Bixler.....Steel Car Repairman
J. W. Riggans.....General Supervisor
A. T. Humbert.....Master Carpenter
J. O. Huston.....Division Operator

John R. Lewis, stenographer to the master mechanic, surprised his fellow-workers by marrying on New Year's day. He was united to Miss Garnet E. Adams, the ceremony being performed by Rev. John Cox of the Christian and Missionary Alliance. A day or so later his friends gave him a nice ride around New Castle to the music of a fife and drum corps. We extend our congratulations to the young man and his wife and wish them a long and happy life.

John J. Fishburn, he of the sunny hair and sunny smile, has been promoted from chief dispatcher's clerk to the office of general superintendent at Pittsburgh. John's solos over the telephone in giving the boys the morning line-up will be sadly missed.

The accompanying picture is of Youngstown switching engine No. 18, as she appeared twenty-three years ago. She was some "hog" in her day. From left to right are: brakeman Steve Boast, conductor James Butler, brakeman P. O'Mara, brakeman H. Ralston, engineer Henry Gillingham, fireman W. W. Smith, operator C. E. Cross, and yard clerk Joseph A. Rudge.



YOUNGSTOWN SWITCHING ENGINE AS SHE APPEARED TWENTY-THREE YEARS AGO



ENGINEER S. O. LEWIS

Engineer S. O. Lewis, whose picture is herewith reproduced, has been doing missionary work among the New Castleites in the way of boosting our passenger and freight service. Our passenger service here labors under some disadvantage, but the assistance of our employes, notably engineers Lewis and Harry Taylor, has been good and we are glad to mention it. If we all got back of it enthusiastically, what an improvement would be shown and how gratified we would all be.

Fireman W. W. Payne is the proud father of a fine baby boy, nine pounds in weight, the young gentleman arriving November 17. We understand that the young man will make a first class fireman and road foreman Daugherty already has his eye on him.

Chicago Division

Correspondent, S. V. McKENNAN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. E. JAMIESON...Vice-Chairman, Trainmaster, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
H. H. HARSH.....Division Engineer, Garrett, Ind.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
DR. C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
F. DORSEY.....Medical Examiner, Garrett, Ind.
JOHN DRAPER.....Agent, Chicago, Ill.
H. W. BUCHHOLZ.....Agent, Syracuse, Ind.
T. E. SPURRIER.....Claim Agent, Tiffin, O.
J. A. ENGSTROM.....Engineer, Garrett, Ind.
O. T. SHAFFER.....Fireman, Garrett, Ind.
D. C. CREEGER.....Conductor, Garrett, Ind.
J. E. OVERROCKER.....Switchman, Chicago Jct., O.
R. C. MILLER.....Pipefitter, Chicago Jct., O.
R. KENNERDALL.....Machinist, South Chicago, Ill.
H. H. ROAN.....Coppersmith, Garrett, Ind.



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When a man's job depends upon his watch he *must* be sure

No leeway or guess-work is allowed—his watch must be on-the-dot. That's why so many Railroad men carry South Bend Studebaker Railroad watches—they give that kind of accuracy. They are built with the precision that assures accurate time not only for a week or a month, but *for a life-time.*

THE South Bend Studebaker
RAILROAD WATCH

With every watch is given a 5-year guarantee—pictured above—against time changes. If the time requirements of your Road change—or any Road you go to—we make your Studebaker conform to the new requirements, or give you a new watch that will.

Movements Only

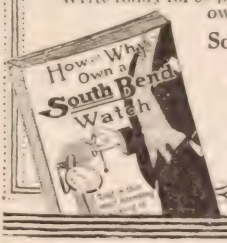
16 Size—	17 J.—	5 pos.	$28.00
"	21	"	30.00
"	21	"	40.00
18 Size—	17	"	24.00
"	21	"	28.00

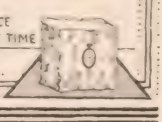
Fitted to your own case if desired

See these watches at your jewelers or inspectors.

Write today for 68-page book, "How and why own a South Bend Watch."

South Bend Watch Co.
471 Studebaker Street
South Bend, Ind.







FLASHED AT BANQUET GIVEN BY SUPT. KEEGAN TO CHICAGO DIVISION EMPLOYES

Superintendent J. F. Keegan was host at a banquet given Monday evening, December 6, to the members of his staff and a few residents of Garrett.

It was in celebration of the designation by third vice-president A. W. Thompson of the Chicago Division, as having shown the greatest improvement in the fiscal year ending with the president's inspection trip, October 30. The reward to the division for making this great record was a gift to the superintendent of a beautiful gold watch suitably inscribed. Mr. Keegan wished to show his appreciation of the assistance of the other employes and the banquet was the result.

It was the first time that the city of Garrett had ever witnessed a gathering of this kind and it proved an important as well as a delightful event.

There were 125 guests present, and after an elaborate menu, Mr. Keegan arose and addressed them. He told them of his pleasure in being able to entertain them in celebration of such an event. He stated that he did not feel that the prize had been won for the Chicago Division through any particular merit of his own, but that every employe of the division was deserving of praise for their help. Cooperation, he said, was essential and he was pleased to know that the Chicago Division employes work together in all departments. He stated that the indications were that appropriations for the last six months of the fiscal year ending June 30 would be more generous and that he hoped that the money would be used so as to assure an even greater improvement during the present than was possible during the last year, so that when the president makes his inspection trip next fall he will consider this division again entitled to the reward. Before closing his remarks Mr. Keegan spoke of the car shortage now causing the railroads and shippers so much trouble and asked for the assistance of each and every employe in handling the cars on this division expeditiously. He closed by wishing all present and all employes of the division a merry Christmas and a happy and prosperous New Year.

Following Mr. Keegan's talk, impromptu addresses were made by a number who were called upon. The first to speak was trainmaster Burgess, who said what every one present thought, that the prize could not have been won without the right kind of leadership. He said the officers of the division and the employes generally give great credit to Mr. Keegan for his part in the efficient operation of the division.

Mr. Burgess was followed by Father Young, the Rev. Charles Tinkham, the Rev. W. A. Wilson, master mechanic Rhuark, Dr. Hughes, Mayor Clevenger, Dr. J. F. Thomson, Attorney Mountz, R. R. Jenkins, Mr. Finnegan, Philip Meininger, Dr. Hedrick, C. T. Wight and L. G. Curtis. Father Young came to Garrett before the Chicago Division was built and his reminiscences and those of Dr. Thomson, Dr. Hughes and Dr. Hedrick were interesting and cleverly told. Many compliments were given the superintendent and the other officers and employes of the division.

At the close the company gave three cheers for Mr. Keegan and the Chicago Division.

It is with great pleasure that we learned of the promotion of assistant road foreman of engines William Streck to the position of road foreman of engines of the Newark Division.

Chicago Junction looks fine since the painters have completed inside and outside work on all buildings, including the roundhouse and shops. An iron fence has just been completed around the roundhouse.

Assistant yardmaster George Wolfe is now eligible to the Married Men's Club and will be gladly received, he having married Miss Frances Raymond, daughter of conductor Edmond Raymond of the Newark Division.

Clark Nichols, faithful and efficient switch tender, with the Baltimore and Ohio for the past twenty-five years, now handling second trick at the "Diamond," Chicago Junction, where all trains in and out have to get his O. K., has made for himself an electrical green light for highballing trains which has proved a great success. Heretofore trains were unable to see the ordinary green lanterns owing to so many other lights being located in this vicinity. Should you happen to pass through Chicago Junction after sunset take notice of the brilliant GREEN light just north of the station.

F. W. Paden, agent Indiana Harbor, has been transferred to the agency at North Baltimore, in place of E. E. Mann, who resigned to go with the France Stone Co. Mr. Paden has been succeeded by W. P. Bercaw, agent, Wellsboro.

W. A. Richmond, carpenter foreman, while removing a heavy filing case from the second floor of the station building, met with a very painful accident. In some manner the rope slipped, catching and dislocating his ankle and breaking two of the small bones in the instep. He is improving very nicely but it will be some time before he will be able to use his foot.

The new steel equipment on train No. 6 was inaugurated December 13. While this train has always consisted of steel equipment, yet the new Observation sleeping car adds greatly to its appearance and the comfort of the passengers. Some of the Chicago Division officials have suggested that train No. 6 be given a name like that of Nos. 7 and 8, with an electric lighted name plate on the rear. The following names have been suggested to the correspondent. "The Capitol Special" or the "Senators' Special."

South Chicago

Correspondent, OSCAR WACKER, *Car Distributer*

Joe Olden is the switchtender at Rock Island Junction, South Chicago, where all our passenger and freight trains as well as all transfer trains have to pass, and "Joe" decides whether



SOME OF OUR CHICAGO DIVISION STAFF

Top Row left to right: E. L. MATTINGLEY, General Car Foreman; C. W. BURKE, General Foreman; F. N. SHULTZ, Division Operator; J. E. FISHER, Assistant Road Foreman of Engines; E. F. CREEL, General Foreman; L. W. STRAYER, Assistant Division Engineer

Middle Row: E. W. FOREMAN, Captain of Police; S. V. MCKENNAN, Correspondent; G. B. SPENCER, C. T. Timekeeper; F. W. GETTLE, Storekeeper; J. B. HERSH, General Yardmaster

Bottom Row: W. F. BOOTH, Terminal Trainmaster; H. S. CARROLL, Chief Dispatcher; T. B. BURGESS, Trainmaster; J. F. KEEGAN, Superintendent; C. W. VAN HORN, Terminal Trainmaster; H. H. HARSH, Division Engineer; T. E. JAMISON, Trainmaster



Q—Why doesn't the chicken cross?
A—Because "Joe" has the target set against her. Everything stops at Rock Island Junction

a train can come or go over this junction point. Enginemen, firemen, conductors and switchmen respect his orders and signals. If they don't, "Joe" Olden meets them afterwards and impresses them with the importance of his position. "Joe" is especially on the job when he is advised that the president's special is expected. On this occasion he wears his high hat, as in the pen picture. He just wrote us from San Francisco, where he is visiting his son, that he was made a grandpa on December 29, 1915.

Chicago Terminal

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
G. P. Palmer.....Division Engineer
F. E. Lamphere.....Assistant Engineer
Alex Craw.....Division Claim Agent
F. J. Young.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
Wm. Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Charles Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill

Rotating Members (to serve three months)

L. M. Loucks.....Engine Foreman, East Chicago, Ind.
C. Peters.....Engine Foreman, Blue Island, Ill.
Roy Wilson.....Engine Foreman, Robey Street
Frank Duffy.....Engineer, Robey Street
James McMills.....Engineer, East Chicago, Ill.
Wm. Goetschel.....Fireman, Robey Street
H. J. Cole.....Fireman, East Chicago, Ind.
D. M. Julian.....Car Foreman Robey Street
Martin Schaub...General Car Foreman, East Chicago, Ind.
Henry Loveridge....General Foreman, East Chicago, Ind.
C. J. Quimby.....Roundhouse Foreman, Robey Street

The last Personal Injury Bulletin (No. 24) issued by the chairman of the Safety Committee on November 24, shows a total of forty-four injuries against forty for the previous month. This is not a good showing in view of the weather conditions which prevailed during the period covered by the bulletin. It is true, however, that in the majority of cases the injuries were not of a serious nature and that there were no fatalities. But each month there is an increase in the number of accidents and surely these are not the expected results after what has been said and done on Safety.

After a perusal of Bulletin No. 24, anyone will agree that from thirty-seven to forty of the forty-four injuries could easily have been prevented had the proper precaution been exercised by the injured person. Employes should refrain from unsafe practices. Every employe should caution other employes seen doing unsafe things or deviating from the spirit of the rules, and point out to them the risk they are taking of injuring themselves or some other person. Employes are urged to receive such suggestions or criticisms in the spirit in which they are given, which is to secure the greatest possible benefit to all. When with one or more persons, do not depend upon them for your safety but look out for yourself, remembering this especially when it is necessary to walk upon the right-of-way while in the performance of duty.

Include the following DON'TS in your resolutions for the New Year and keep them, and see if we cannot produce figures during 1916 which will show a decided decrease in accidents.

DON'T kick draw-bars or push them over with the hand or foot or try to separate air or steam hose, open knuckles, turn angle cocks or lift pin (when lever does not work), when cars are about to come together or are in motion.

DON'T put your hand between the lock-pin and the end sill or hold cutting lever while making a coupling.

DON'T stand on foot-board between engine and car when coupling or when shoving.

DON'T go under an engine or car without first knowing that you are fully protected against movement of same.

DON'T forget the proper protection on repair tracks.

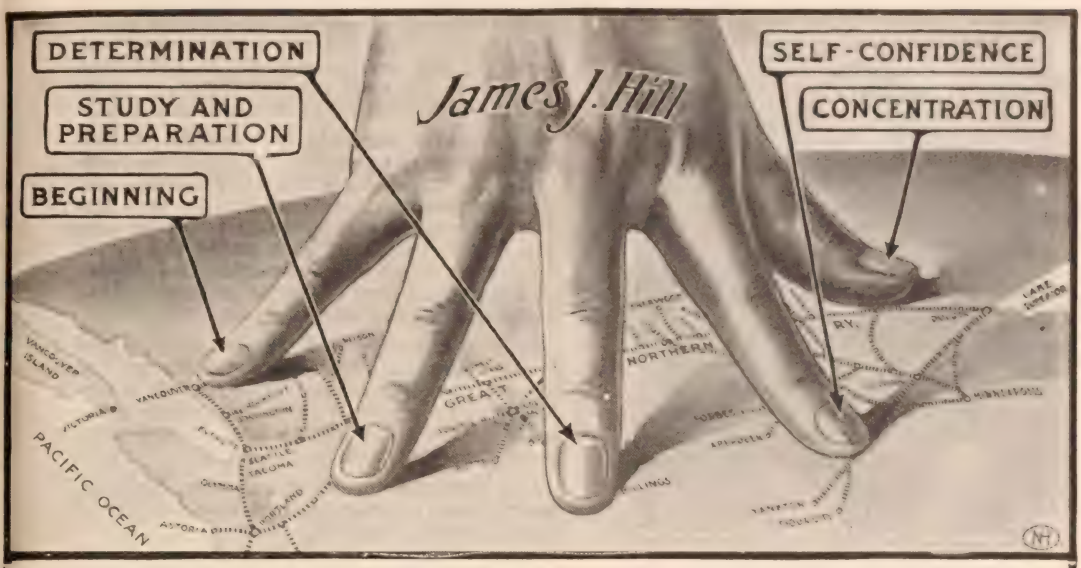
DON'T stand between the rails to get on the foot-board of an engine as it moves toward you.

DON'T stand or walk upon the tracks except when your duties require it. Face the current of traffic where possible and make frequent observations in the opposite direction. Remember that trains frequently run against the current of traffic.

DON'T ride on brake rigging, journal boxes, truss-rods or other unsafe footings.

DON'T sit on brake wheel.

DON'T lean beyond the line of cab or car without exercising care to avoid being struck.



MEN WANTED

For Good-Paying Traffic Positions

$35 to $100 a Week

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at $60 to $85 a month?

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

Free Book Coupon Send postal or the coupon right now and get our big book of facts telling all about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C-138 Chicago, Ill.

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-138 Chicago, Ill.

Please send "Ten Years' Promotion In One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....



EDWARD C. FOGARTY

DON'T overload tenders of engine so that the coal will roll off.

DON'T start injector when liable to scald some one.

Chief dispatcher Edward C. Fogarty arrived at the office on December 15, smiling from ear to ear. He apparently thought he had gotten away with something. Upon investigating Mr. Fogarty's conduct we learned that he and Miss Bessie M. Lorden were married on the evening of December 14. It is impossible to find anything further about the marriage, but it was substantiated by the Recorder's office. Congratulations.

We regret to record the death of engineer James A. Meehan from pneumonia, after an illness of only five days. Mr. Meehan entered the service as a fireman on March 9, 1899, and was promoted to engineer on July 27, 1900, serving in the latter capacity until his death. Mr. Meehan was one of the old timers on the Terminal and in his death the Company has lost a faithful and loyal employe.

The first back-up-train from the Grand Central Station to the new Lincoln Street Terminal departed from the Grand Central Station at 1.52 p. m., Saturday, December 18, arriving on track No. 10 of the Lincoln Street Terminal at 2.10 p. m. The train was in charge of conductor D. O'Grady, engineer C. Ennis and fireman J. P. Johnson.

Since the opening of the Lincoln Street Terminal the office of master mechanic F. K. Moses has been moved from East Chicago, Ind., and that of road foreman of engines, F. S. DeVeny, from the Grand Central Station to the new terminal.

Switchtenders are now located at Laflin Street, Throop Street and Wood Street. This greatly facilitates the operation of trains at the new terminal. There are two switchtenders at Wood Street, one operating the cross-over switches to the main line and the other operating the switch leading to the roundhouse track.

J. J. Sinnott, formerly switchtender at Empire Slip, has been promoted to day coach yardmaster at the Lincoln Street Terminal, and John Ochsner, conductor at Empire Slip, has been promoted to night yardmaster at the Lincoln Street Terminal, both under the direct supervision of general yardmaster D. J. Sloan. All are glad to hear of the promotion of these two gentlemen and wish them success.

Medical examiner E. J. Hughes advises that on the Terminal alone there are almost one hundred case of la grippe. This malady is prevailing very generally in Chicago and a great many deaths are resulting from it and pneumonia. Safety First!

J. J. Gibbons, former storekeeper, has been made general storekeeper with headquarters at Lincoln Street Terminal.

J. O. Callahan, chief clerk to master mechanic, has been made assistant storekeeper with headquarters at East Chicago, Ind.

The new coaling plant at the Lincoln Street Terminal was put into operation on January 15.

Effective at once, the Divisional Safety Committee will hold meetings every month instead of quarterly as heretofore. The February issue of the MAGAZINE will show a change in the list of active members.

Ohio Division

Correspondent, C. N. BEYERLEY
Chillicothe, Ohio

Divisional Safety Committee

G. D. BROOKE.....Chairman, Superintendent
P. H. REEVES.....Master Mechanic
E. J. CORRELL.....Division Engineer
R. C. WESCOTT.....Trainmaster
DR. F. H. WEIDEMANN.....Medical Examiner
E. COLE.....Supervisor
F. P. LEARY.....Agent
O. D. WRIGHT.....Gang Foreman
S. E. LEATHERWOOD.....Switchman
C. M. GILBERT.....Fireman
JOE MICHAELS.....Boilermaker
WM. KEEZER.....Conductor
L. H. SIMONDS.....Claim Agent
WM. GRAF.....Road Foreman of Engines
N. H. RICE.....Engineer

We, at Chillicothe, have been enjoying a barrel of fine apples, sent by our superintendent, G. D. Brooke, while in Virginia on his vacation. We certainly appreciate the apples and thank Mr. Brooke very much for them.

The following employes are taking correspondence courses with the International Correspondence Schools of Scranton, Pa., in connection with their various lines of employment, as a result of the visit of the instruction car, recently stationed at Chillicothe: passenger engineer, F. M. Willis, passenger firemen L. E. Hobensack, G. W. Myers, C. V. Matthews,

Charles Schwaerzler; freight engineers J. P. Britton, Fred Brock, B. F. Cook, F. L. Dean, W. Deihl, A. Dakin, C. Deininger, R. I. Garrett, E. C. Haney, E. Kessinger, D. McQuade, A. E. O'Brien, C. H. Rhodehaver, C. Semons, S. Womeldorf, N. C. Kirton, W. Wiseman, R. C. Wilbur, G. Moore, H. L. Blackburn, D. C. Thomas, J. V. Rice; freight firemen W. T. Brown, S. W. Crowe, J. E. Deck, C. M. Gilbert, A. L. Miller, L. Murdock, F. L. Myers, H. D. Powers, G. H. Rhodes, E. M. Thompson, C. A. Ward, E. M. Wilbur, W. E. Vititoe, E. O. Brown, P. Evans and R. Polen.

A new foundry has been opened at Chillicothe, which will make castings for the vacuum sweeper manufactured by the Ramey Co. of that point. The castings are made from a newly discovered non-corrosive metal. The company operating the foundry expects to branch out, eventually, into the making of various kinds of tableware.

Harry C. Boblett, agent at Musselman, Ohio, and Miss Edna Acton, of Frankfort, were united in marriage December 9 by Rev. R. C. Galbreath of Chillicothe. We wish them much happiness in the years to come.

Indiana Division

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

Divisional Safety Committee

PERMANENT COMMITTEE

E. W. SCHEER.....Chairman, Seymour, Ind.
S. U. HOOPER.....Trainmaster, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. A. CASSIL.....Division Engineer, Seymour, Ind.
P. T. HORAN.....R. H. Foreman, Seymour, Ind.
E. E. MCMILLAN.....Master Mechanic, Seymour, Ind.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
DR. G. R. GAVER.....Medical Examiner, Seymour, Ind.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.
J. E. SANDS.....Agent, Louisville, Ky.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.

ROTATING MEMBERS (to serve three months)

J. HEDGES.....Engineer, Seymour, Ind.
A. M. ROSS.....Conductor, Seymour, Ind.
EARL FLEETWOOD.....Fireman, Seymour, Ind.
A. HARRISON.....Yard Brakeman, Cincinnati, O.
D. CASSIN.....Track Supervisor, North Vernon, Ind.
M. GALLAGHER.....Section Foreman, Holton, Ind.

Cincinnati Terminal

Correspondents: P. F. LANDY, JOSEPH BEEL

Divisional Safety Committee

L. A. CORDIE.....Chairman, Assistant Terminal Agent
GEORGE SCHLENKER.....Chief Rate Clerk
ROBERT H. SEARLS.....Chief Claim Clerk
J. M. WHITE.....General Foreman
FRANK GOEHLE.....Interchange Clerk, Eighth St.
L. G. WILSON.....Chief Delivery Clerk
PHILLIP WEBER.....Receiving Clerk
HENRY HAGENSICKER.....Stevedore
PHILLIP KOTH.....Tallyman

J. P. Schoenberger, the oldest engineer on the Baltimore and Ohio Southwestern Railroad, commenced his service as an engine wiper at Storrs roundhouse in 1861. After some months he was made extra fireman in yard and continued in that position for about one year.

During a period of business depression he was transferred to Cincinnati as night switchman, remaining there about two years. At this period it was necessary to use a "hoist" in the exchange of trucks on account of the broad and narrow gauge roads connecting at Cincinnati. A. H. Louis, then general manager, was a "Safety First" man, and continually cautioned the men to be careful in their work. In those days railroading was an exceedingly dangerous occupation.

In 1864 Mr. Schoenberger was promoted to fireman and placed in yard service. After a short time he was put on the road, in freight and passenger service. For two years he fired Nos. 1 and 2, between Cincinnati, Seymour and Louisville, using wood and coal. In September, 1871, he was promoted to engineer, doing construction work and extra road work and was later put in regular yard service and doing all extra freight and passenger work between Cincinnati, Seymour and Louisville. He continued this work for fifteen years, when a regular extra road board was established at Storrs for road work, and seniority rights in yard and road separated. Mr. Schoenberger gave up his road rights and has been in yard service since that time. In April, 1873, he joined division No. 39 of the Brotherhood of Locomotive Engineers, Seymour, Ind., and later was transferred to division No. 95, at Cincinnati, Ohio. When division No. 804, composed of the engineers of the Cincinnati



J. P. SCHOENBERGER

Yards was organized he became its chief. He has been a member in good standing of the Brotherhood of Locomotive Engineers for over forty years and at the recent convention of the Grand Lodge of the Brotherhood was elected an honorary member of the G. & D.

Mr. Schoenberger's long record has never been marred by even a reprimand. He is a firm believer in "Safety First" and says that the greatest pleasure he has in life is to look back upon his long years of service and to remember that he has never killed or even injured anyone, and has had but few accidents, and those minor ones.

A circular issued by the general freight agent and freight traffic manager, announced the appointment, effective December 1, 1915, of E. B. Tullis as division freight agent of the Southwestern at Cincinnati, succeeding O. S. Lewis, who, effective same date, was appointed assistant general freight agent of the Southwestern and Cincinnati, Hamilton and Dayton at Cincinnati. Mr. Tullis was born in Cincinnati and received his education in the public schools of that city. He began his railroad career with the O. & M. R'y as messenger in division freight agent office in 1884, and after twelve years service there, was transferred to general freight office where he acceptably filled various positions. He was chief clerk in that office for ten years continuously. This change puts Mr. Tullis in charge of the same or rather the office corresponding to that which he entered thirty-one years ago as messenger. As a token of esteem and personal regard for Mr. Tullis, the employes of the general freight office and freight traffic bureau presented him with a handsome gold watch and chain and gold pen knife as a memento of many pleasant years of close cooperation in the advancement of the interests of the Company.

C. H. Ashar, known as "Congenial Jack," former chief clerk to division freight agent, has been appointed chief clerk in office of the general freight agent, Cincinnati, O. Jack entered the service as clerk in division freight agent office eight years ago, and through meritorious service was advanced rapidly to his present position.

H. M. Bauer, has been appointed chief clerk in division freight agent office, vice C. H. Ashar. Bauer entered the service about eight years ago as stenographer.

H. G. Settle has been promoted to the position of chief clerk to general freight agent, Cincinnati, O., succeeding E. B. Tullis, recently appointed division freight agent. Mr. Settle entered the employ of the Southwestern as a messenger boy on February 1, 1900, since which time he has held every desk in the general freight office.

Fireman A. Cayton was highly commended by assistant superintendent Broughton, on account of good service rendered at fire, December 14, at Mill Street roundhouse.



"WHEN GREEK MEETS GREEK"

The accompanying picture is of J. L. Keefe, yardmaster, Park Street, Mock Evans, machinist and referee Phil Roller, engine repairer at Mill Street roundhouse, three old-timers with the Southwestern. They insist that they are good for about twenty-five or thirty more years.

Through the efforts of trainmaster E. J. Lampert, the Globe Wernicke Co., located at Norwood, O., will remove several posts from the Company's property line which they have been using in skidding lumber to their plant. Mr. Blagg, vice-president of this well known company, has pledged his personal assistance in the Baltimore and Ohio's Safety First campaign.

H. Uhling, eastbound yard clerk at stock yards, has been promoted to chief yard clerk at Storrs. All the boys wish him good luck in his new position.

H. Beckman, order clerk in terminal agent's office, was recently promoted to assistant chief clerk. He deserved the promotion.

D. Dewar, file clerk, and W. E. Bell, stenographer in assistant superintendent's office, want their friends to know that they were married a few months ago and are now enjoying real home life.

J. R. Sanders was appointed assistant general foreman at Cincinnati freight station, and will make good, as he has in all of his undertakings heretofore.

H. Sonne was appointed assistant foreman of the freight station in charge of Ohio Division outbound freight.

Illinois Division

Correspondent, C. F. White, *Dispatcher*
Flora, Ill.

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
C. G. Stevens.....Trainmaster
C. W. Potter.....Trainmaster
H. R. Gibson.....Division Engineer
H. E. Greenwood.....Master Mechanic



THE STRANGEST WOMAN IN ALL HISTORY

HAVE you read about CATHERINE THE GREAT of Russia — the auburn-haired queen the queen of romance? Was she the great queen—ardent lover—faithless wife—rumor has told? Was she twenty women in one—more beautiful than Helen of Troy—more brilliant than Cleopatra—more ruthless than Catherine de Medici—greater than Queen Elizabeth of England—this woman who came from a modest German duchy to rule over a wild Russian court and a wilder Russian land? What is the truth? The story of her life and every other character in history is to be found in the world-famous publication

Ridpath's History of the World

Dr. John Clark Ridpath is universally recognized as America's greatest historian. Other men have written histories of one nation or period; Gibbon of Rome, Macaulay of England, Guizot of France, but it remained for Dr. Ridpath to write a history of the entire World from the earliest civilization down to the present.

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Ridpath takes you back to the dawn of History, long before the pyramids of Egypt were built; down through the romantic troubled times of Chaldea's grandeur and Assyria's magnificence; of Babylonia's wealth and luxury; of Greek and Roman splendor; of Mohammedan culture and refinement to the dawn of yesterday. He covers **every race, every nation, every time,** and holds you spellbound by his wonderful eloquence.

The European War

If you would know the underlying causes which have led up to this conflict, the great racial antipathies, the commercial rivalries, the sting of past defeats, the vaulting ambitions for world empire, you will find them all in Ridpath's History of the World.

Ridpath's Graphic Style

Ridpath pictures the great historical events as though they were happening before your eyes; he carries you with him to see the battles of old; to meet kings and queens and warriors; to sit in the Roman Senate; to march against Saladin and his dark-skinned followers; to sail the southern seas with Drake; to circumnavigate the globe with Magellan. He combines absorbing interest with supreme reliability.

WESTERN NEWSPAPER ASSOCIATION
CHICAGO

FOLD HERE, TEAR OUT, SIGN AND MAIL

FREE COUPON

WESTERN NEWSPAPER ASSOCIATION
H.E.SEVER, Pres.
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DITCHING CREW ON WEST END ILLINOIS DIVISION

F. Hodapp.....Road Foreman of Engines
H. E. Orr.....Master Carpenter
C. S. Whitmore.....Signal Supervisor
W. G. Burns.....Supervisor
F. Wyatt.....Supervisor
B. O'Brien.....Supervisor
W. Cook.....Supervisor
G. H. Singer.....Agent, East St. Louis
W. C. Deitz.....General Foreman, Flora
Dr S. B. Westlake.....Medical Examiner
J. R. Bradford.....Claim Agent
B. O. Chattin.....Engineer
R. C. Mitchell.....Fireman
J. H. Wilson.....Brakeman
J. A. Crown.....Yard Conductor
L. B. Mangin.....Machinist
B. Kempf.....Car Department
B. Harris.....Machinist

The accompanying photograph is that of the ditching outfit which is now working on the west end. Reading from left to right: engineer H. L. Clark, brakeman J. Chambers, conductor H. Johnson, and fireman J. H. Hart—a work train crew that the Illinois Division will stake against any on the System.

On November 29, A. H. Feicht was appointed acting agent, Tower Hill, vice H. B. Goodard, who was granted leave of absence.

On December 3, G. J. Schmidt was appointed agent at Richland, Ill., vice C. J. Utterback, resigned.

On December 1, P. H. Conroy was appointed general yardmaster at Shops, Ind., vice G. M. Stafford, resigned.

Continuous telegraph service has been established at Xenia and O'Fallon. Night service has been established at Beman and Noble. The office at Kenner has been closed.

The double track between Cone and Hanover has been extended east to include the old Hanover passing track, or to a point 2,900 feet east. The telegraph office at Hanover has been moved east to the new end of double track and is now known as "HN Cabin" instead of Hanover.

Conductor Charles Blackburn seems to have extraordinary good luck in Taylorville; after winning one of Taylorville's most charming young ladies he won a Reo touring car, given in a raffle by the Moose Lodge of that city.

Conductor H. Johnson received congratulations recently on the arrival of a fine boy.

During December Q. D. business was exceptionally heavy out of East St. Louis, showing a very large increase over last year. We are having a second section of either No. 94 or No. 90 every day and an occasional stock special helps to make business good. The exceptionally good movement offered our shippers since the inauguration of Q. D. No. 90 and expedite No. 88 is certainly proving itself in the volume of business received. We are showing a larger percentage of increased tonnage than any other road entering East St. Louis.

A brakeman narrowly escaped being run down by train No. 97, running forty-five miles miles an hour, by disobeying the Safety rules and not standing clear of all running tracks while giving signals to his own train. Remember, "BETTER BE SAFE THAN SORRY—OR DEAD." Obey the Safety rules.

I hope you will start the New Year by resolving to assist your correspondent in getting some material for the Magazine. If you can't help me, don't criticise. I'm getting ready for an Everett True outburst on the next fellow that asks foolish question No. 453768,—"Why don't you put something in the Magazine?"

Our general foreman W. C. Dietz is proud of a new steam derrick that was recently sent to Flora from Indianapolis for use on the Illinois Division.

The regard in which G. H. Singer, agent at East St. Louis, is held by the men working under his supervision is fittingly expressed in the following paragraphs, which were addressed to him as he was being handed a beautiful Christmas gift from them:

"The Yule-tide season is once more upon us with its Christmas joys and cheer, brought into being by the birth of the Child of Bethlehem on that memorable first Christmas day. We are taught that it is more blessed to give than receive, and, being the recipients of innumerable favors and courtesies at your hands, have deemed it meet and fit that we take advantage of this Christmas tradition of giving joy to others. Therefore, we feel it only proper that our appreciation be shown in the form of a remembrance, which we hope will always bring back to you fond recollections of a united office—united particularly in its regard and esteem for you. The enviable reputation this office holds, the unexcelled conditions and above all the perfect harmony that exists, we do not believe could have been accomplished by any one else.

"Every man is born with a mission in life. We feel that yours has been to create a spirit of friendship and regard between us which we hope will be more firmly cemented as the years come and go.

"This chain fittingly represents the tie that binds us, we being linked together by a chain of sincere regard and affection. This stone or jewel can be fittingly compared to the sun, which rises in the east, diffusing light and lustre, so we compare it to your character, which we have found radiates sunshine and happiness. Mr. Singer, kindly accept this token as a testimonial of our esteem and regard, together with our best wishes for a merry, merry Christmas and a bright, prosperous and happy New Year."

Toledo Division

Correspondent, H. W. Brant, *Division Operator,* Dayton, Ohio

Divisional Safety Committee

F. B. Mitchell	Chairman, Superintendent, Dayton, O.
R. B. Mann	Assistant Superintendent, Cincinnati, O.
E. W. Hoffman	Assistant Superintendent, Toledo, O.
M. S. Kopp	Trainmaster, Dayton, O.
C. W. Havens	Trainmaster, Lima, O.
R. B. Fitzpatrick	Trainmaster, Cincinnati, O.
F. J. Parrish	Division Engineer, Dayton, O.
M. P. Hoban	Road Foreman of Engines, Dayton, O.
O. Stevens	Road Foreman of Engines, Lima, O.
H. W. Brant	Division Operator, Dayton, O.
W. D. Johnson	Master Mechanic, Ivorydale, O.
C. M. Hitch	General Car Inspector, Cincinnati, O.
J. R. Casad	Claim Agent, Dayton, O.
F. S. DeCamp	Claim Agent, Cincinnati, O.
John Sullivan	Supervisor M. of W., Hamilton, O.
E. Ledger	Supervisor M. of W., Dayton, O.
W. O'Brien	Supervisor M. of W., Rossford, O.
G. W. Thomas	Master Carpenter, Dayton, O.
G. W. Kydd	Supervisor Signals, Dayton, O.
Dr. F. S. Thompson	Medical Examiner, Dayton, O.
Dr. Wm. Ryan	Medical Examiner, Dayton, O.
E. C. Skinner	Agent, Cincinnati, O.
J. F. Fisher	Agent, Toledo, O.
L. F. Hockett	Agent, Dayton, O.
J. C. Stipp	Agent, Lima, O.
E. F. Maley	Agent, Piqua, O.
S. O. Mygatt	Depot Master, Cincinnati, O.
W. A. Ireland	Depot Master, Dayton, O.
W. H. Sites	Road Engineer, Lima, O.
F. E. More	Road Engineer, Lima, O.
H. B. Smith	Road Conductor, Lima, O.
W. J. Simmons	Road Conductor, Lima, O.
E. Rice	Yard Conductor, Dayton, O.
A. Gronbach	Yard Conductor, Hamilton, O.
R. E. McKenna	Yard Conductor, Cincinnati, O.
Carl Koch	Shopman, Lima, O.
John Riley	Shopman, Dayton, O.
A. Brehardt	Shopman, Rossford, O.
Frank Zureich	Shopman, Cincinnati, O.
John Ryan	Track Foreman, Middletown, O.
J. R. Eilers	Track Foreman, Sydney, O.
E. L. Kelley	Assistant Yardmaster, Rossford, O.
Wm. Rosche	Shopman, Ivorydale, O.
J. S. McLean	Secretary to Supt., Secretary, Dayton, O.

Authority has been granted and work is progressing rapidly in the construction of second main track between "WF" Cabin, South Dayton, and Carlisle Interlocker, Carlisle, Ohio, 10.75 miles. This will complete double track between North Dayton and Carlisle, 18.4 miles, leaving a distance of 11.1 miles of single track between North Dayton and Cincinnati. Arrangements are now being made to secure authority for double-tracking this latter distance, completing double track from Cincinnati to North Dayton.

Authority has been granted and work started for the additional storage and yard tracks at the Rossford yards, Toledo, increasing the capacity of this yard about one thousand cars. This improvement is very much needed in order to facilitate the storage of lake coal.

The work of double tracking through Lima, Ohio, in connection with the L. E. & W. is well under way; and as soon as completed, work on the installation of new interlocking plant with the Pennsylvania Railway will be begun. This improvement is expected to greatly facilitate the movement of traffic through this terminal by all roads concerned.

By installing larger penstocks at Wapakoneta water station the time of taking water has been reduced from about seven minutes to a minute and a half, this being a valuable saving of time on account of the usual congestion of traffic at this point.

Authorities amounting to over two hundred thousand dollars have been granted for the renewal and extension of passing tracks on the Toledo Division, relaying passing tracks with heavier rail and increasing capacity to one hundred cars.

Thirty-three miles of tie-plating under ninety-pound rail is now in progress to complete the placing of tie plates on every tie under all ninety-pound rail on the Toledo Division,—this to conserve the ties and for greater safety.

The new ten thousand dollar brick passenger station at Deshler, Ohio, has been completed for joint use of the Cincinnati, Hamilton & Dayton and the Baltimore and Ohio Railroad. This station is modern and convenient and is a very distinct improvement.

The work of ballasting with slag ballast on main track between Deshler and Rossford has been discontinued on account of inability to secure any more of this material. Authority, however, is being secured to complete this work with crushed stone.

Among the recent visitors at Toledo docks were Baron Shiro Kurokochi, chief engineer, and S. Kawano, civil engineer, of the Imperial Government Railways of Japan. They were engaged in gathering information concerning operation of coal and ore dock machinery. They advised that, having heard so much in regard to the very modern type of machinery used on the Cincinnati, Hamilton & Dayton dock, they decided to come here to investigate. Neither one speaks much English, but their powers of observation were keen enough to grasp the main operating features of the coal and ore machinery. Both are very active men, and climbing over the Huletts seemed to be mere play for them. Chief electrician Griffith, in order to test their courage, took them higher and higher in the machines, which were working at the time, until they reached the deck house. The next climb was to the hoist house, but at this Mr. Kurokochi balked. Mr. Kawano stuck, however, and seemed to enjoy the sensation of swinging up and down in the air. They took several pictures of the dock and left after profusely thanking the force in Japanese language.



MISS KATHLEEN O'CONNOR

Miss Kathleen O'Connor, whose picture is reproduced herewith, has been in the employe of the Cincinnati, Hamilton & Dayton Railway Co. as private branch operator at the Dayton office for the past five years. She recently was awarded a prize of $50.00 in gold offered by the Cleveland *Plain Dealer* for the most beautiful telephone operator in the State of Ohio. Miss O'Connor is a graduate of the Alice Becker Miller School of Dramatic Art and is active in amateur theatricals.

General superintendent Voorhees with his district engineer maintenance of way, division engineers and supervisors, made a round trip over the Southwestern between Cincinnati and Louisville, November 16, inspecting track conditions and noting the improvements which have been made in track construction on the Indiana Division. The party was very much impressed with the cleanly conditions and the high standard in which the roadbed, buildings and signs are being maintained.

The party was accompanied by superintendent Scheer and division engineer Cassil.

On December 11, general superintendent Begien, with his division engineers and supervisors, made a trip over the Toledo Division, inspecting track and taking notes of the large number of improvements now in progress. The party was accompanied by assistant superintendent Mann, trainmasters Kopp and Havens and division engineer Parrish.

A. H. Lemon, timekeeper in the superintendent's office, joined the matrimonial ranks on November 24, the fortunate young lady being Miss Helen Holzen. Mr. Lemon was the proud recipient of a silver serving set, the gift of his fellow employes. His honeymoon was spent along the Mexican border in Texas.



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Correspondent, J. M. Rowland, *Timekeeper*
Dayton, Ohio

Divisional Safety Committee

A. A. Iams.....Superintendent, Chairman
R. W. Brown.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
R. O'Neil.....Division Foreman
F. M. Drake.....Relief Agent
P. M. Parnell.....Conductor
George Wagner.....Engineer
J. J. Fitzmartin.....Division Operator
T. Gordy.....Yardmaster
Ed. Childs.....Stationary Engineer

On account of prosperous times continuing, it became necessary to restore the position of third trick operator at Chillicothe. H. J. Warneke, agent at Milledgeville, being transferred to this position and J. E. Hubbard, operator in dispatchers' office, being made agent in his place. Extra agent H. D. Wood was made clerk and operator in "Q" office.

Keith Cox, formerly chief clerk to division foreman O'Neil, resigned November 31 to accept a similar position with the I. C. R. R. at Chicago, Ill. Harry Waters, formerly car clerk, will fill Mr. Cox's old position.

Superintendent Iams received a complimentary note from officials recently on the remarkable showing which was made on this division during the month of October, when all past records were broken in net train load. It was 637.5 as against the former best record of 592.5 in October, 1912. The miles per car per day averaged over twenty, the highest previous record being 17.8. For period of October 22 to 31, inclusive, the average reached 22.2 miles per day, which is a remarkable showing and shows the cooperation of all concerned in keeping cars on the move. The superintendent is taking this means to notify all concerned of his appreciation of their assistance in making this high mark.

On account of some new improvements at East Dayton, it was necessary to move the division foreman's office quite a distance, an extremely ticklish job. However, bridge foreman J. S. Downey and his men, always equal to the occasion, performed the feat with ease and great celerity, so much so that it was not necessary for the men to leave their desks. This is remarkable, considering the rough ground and tracks over which the building had to be moved.

F. A. Ireland, supervisor Greisheimer's clerk at Chillicothe, has signed his life away in joining the ranks of married men. "Frank" is under the impression that two can live as cheaply as one and we all hope he will not be disappointed.

Brakeman L. W. Jenkins recently came off his run and was confronted with a "scarlet fever" sign at his door, his two small children having been seized with this disease. At this writing they are getting along nicely.

Oscar Edleman has accepted position as stenographer to division foreman O'Neil, vice James Cahill, promoted to position of car clerk, same office.

All employes on this division are highly elated over the promotion of their former superintendent, M. V. Hynes, to the position of general superintendent of the C. I. & W., with headquarters at Indianapolis, Indiana.

On account of heavy beet crop at Mercer it was necessary to install a new siding for the German-American Sugar Company to facilitate the handling of this commodity in a more expeditious manner.

C. Greisheimer, our popular supervisor, better known as "Koonie," is experiencing considerable trouble in obeying President Wilson's mandate to "keep neutral." He has quite a number of Greeks and Turks employed in extra gangs, and being a German himself, needs a great deal of tact to keep them from digging trenches and getting into battle line. "Koonie" says it does not seem as far from the war zone as one would imagine. All his Greeks quit a few days ago, refusing to work amicably with the Turks, but "Koonie," undaunted, made another call for volunteers and Turkey responded liberally, so now the work is going forward rapidly.

The total number of cars handling the sugar beet in 1915 compared favorably with the 1914 record. It is understood that beets were of a lower quality on account of the very wet weather during the growing season.

The many friends of Maurice Rosen, superintendent Iam's stenographer, extend to him their heartfelt sympathy in the death of his mother on November 23.

Mr. Iams was recently called to New York with several other superintendents to inspect the terminal facilities for handling heavy business around terminals and to transact other important matters connected with railroad work.

The maintenance of way forces have now been reduced to conform with the regular winter season allowances. The extremely wet summer has been very hard upon a portion of our main track, but the liberal expenditures in this department for extra labor the past two months have been the means of getting everything in fairly good shape for the winter.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. of W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
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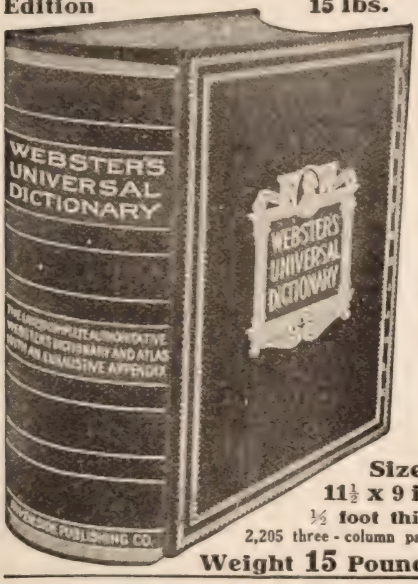
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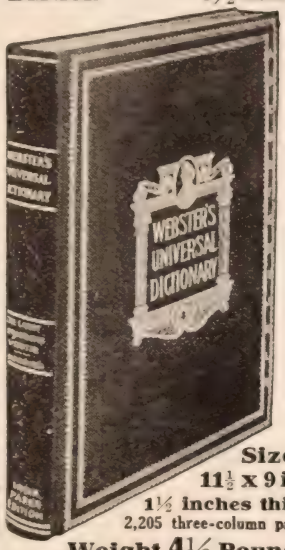
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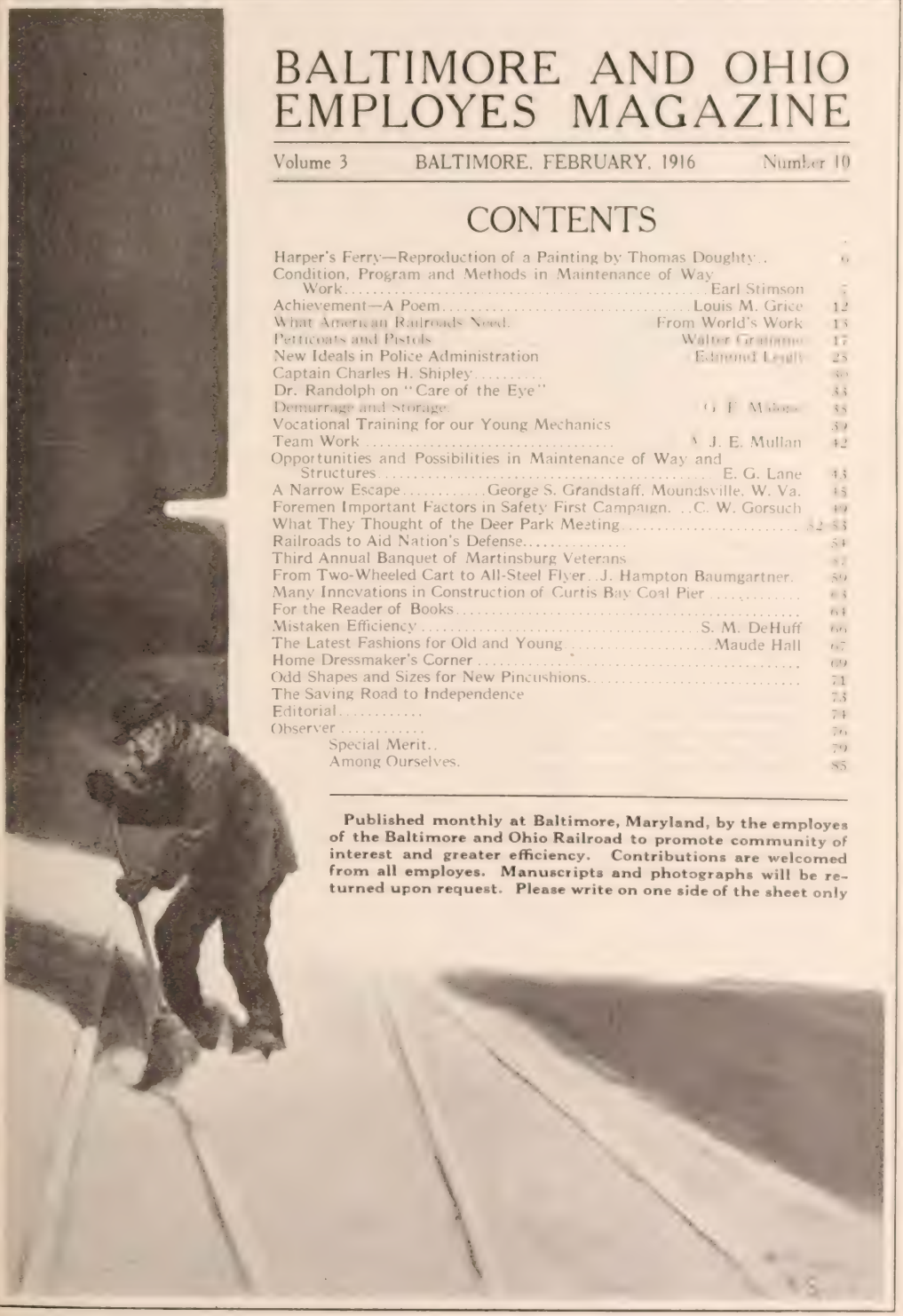
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CONTENTS

Harper's Ferry—Reproduction of a Painting by Thomas Doughty .. 6
Condition, Program and Methods in Maintenance of Way Work ..... Earl Stimson 7
Achievement—A Poem ..... Louis M. Grice 12
What American Railroads Need ..... From World's Work 13
Petticoats and Pistols ..... Walter Grattan 17
New Ideals in Police Administration ..... Edmund Leigh 25
Captain Charles H. Shipley 30
Dr. Randolph on "Care of the Eye" 33
Demurrage and Storage ..... C. F. Mahon 35
Vocational Training for our Young Mechanics 39
Team Work ..... A. J. E. Mullan 42
Opportunities and Possibilities in Maintenance of Way and Structures ..... E. G. Lane 43
A Narrow Escape ..... George S. Grandstaff, Moundsville, W. Va. 45
Foremen Important Factors in Safety First Campaign. ..C. W. Gorsuch 47
What They Thought of the Deer Park Meeting 52-53
Railroads to Aid Nation's Defense 54
Third Annual Banquet of Martinsburg Veterans 57
From Two-Wheeled Cart to All-Steel Flyer ..J. Hampton Baumgartner. 59
Many Innovations in Construction of Curtis Bay Coal Pier 63
For the Reader of Books 64
Mistaken Efficiency ..... S. M. DeHuff 66
The Latest Fashions for Old and Young ..... Maude Hall 67
Home Dressmaker's Corner 69
Odd Shapes and Sizes for New Pincushions 71
The Saving Road to Independence 73
Editorial 74
Observer 76
Special Merit .. 79
Among Ourselves. 85

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HARPER'S FERRY

By Thomas Doughty

An artist's conception of this historic and scenic spot along the Baltimore and Ohio. It will be noted that no bridge across the Potomac appears in the picture, although on December 1, 1834, our line was completed and opened for operation to the east abutment of Wagen's bridge, opposite the town of Harper's Ferry, and in the following year our trains were run across it to connection with the Winchester and Potomac Railroad. In the fall of 1836, our own bridge at that spot was completed. It is possible, therefore, [illegible] the painter was born in 1793 and began his career as an artist in 1820.

Conditions, Program and Methods in Maintenance of Way Work

Address of Earl Stimson, Engineer Maintenance of Way, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

I have been asked to discuss "Maintenance of Way" under the headings (*a*) Conditions; (*b*) Program; (*c*) Methods. In discussing the first of these, "Conditions," let me explain that all my figures pertain only to the Baltimore and Ohio Railroad, and do not include the Baltimore and Ohio Southwestern; also that figures of expense and performance are based on fiscal years. Those for 1915 are estimated for the last part of June, but are reasonably close.

The present track mileage of the Baltimore and Ohio Railroad (excluding the Southwest District) includes the following:

First track, or miles of road	3,539	miles
Other main tracks	1,422	"
Total main tracks	4,961	"
Side tracks	2,449	"
Total, all tracks	7,410	"

This mileage may be classified as follows:

Class A, consisting of high speed passenger lines, such as Philadelphia to Chicago and the C. & N., total, 2,022 miles.

Class B, consisting of moderate speed passenger and heavy freight lines, such as Cumberland to Parkersburg, Grafton to Chicago Junction via Benwood and Newark, and the Pike, total, 757 miles.

Class C, consisting of slow and light passenger and heavy freight lines, such as the Old Main Line, C. L. & W. Short Line, etc., total, 971 miles.

Class D, consisting of light traffic branch lines, total, 1,211 miles.

The rail in our main track is as follows:

100 pound rail	1,353	miles	27%
90 pound rail	838	"	17%
85 pound rail	1,598	"	32%
Under 85 pound	1,172	"	24%
Total,	4,961	"	100%

We have 909 miles of road ballasted with stone, the remainder with cinder, slag and gravel.

New 100 pound rail and stone ballast are standard for Class A territory and also for Class B territory, although at present preference is given Class A in renewals, with the idea of raising that territory to a uniformly high standard as rapidly as our resources will allow. In the hastening of Class A improvement, Class B improvement has been somewhat retarded.

Repair rail released from Class A and B track and slag and cinder ballast are used on Class C, and whatever renewals are necessary on Class D line are made with materials from the same source.

This outline of rail and ballast renewals has been followed quite consistently for the past three years, and has resulted in a marked improvement in the Philadelphia-Chicago line, where a higher and more uniform standard of track and roadbed conditions now prevails, and affords our passenger trains, which in point of equipment are of the best, a smooth and comfortable ride.

While improving Class A lines we have tried to hold Class B lines to the existing

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standard of maintenance, as well as Classes C and D to their respective standards. However, in concentrating our resources for the successful attack on the Class A front, at points, we have probably weakened the defense left to hold the Class B, C and D lines against the never lessening pressure of the old allies—traffic and unfavorable weather conditions. And as a result we have lost a few lines of trenches. This is evidenced by the series of derailments that break out from time to time in various localities, especially on the Class C and D territory. Investigation usually shows that the cause was depleted track conditions. These conditions have been found in several instances on Class C and D, and in one instance on Class B lines, and to permanently correct them will require special treatment in the way of replacement of worn-out rail, replenishment of the cinder and slag ballast and improvement of the drainage conditions.

A particularly aggravated case of this kind is that of a line recently converted from a narrow gauge to standard gauge, with twenty degree reverse curves and heavy grades, laid with light rail of a variety of sections, over which we are attempting to handle trunk line business. The result has not been satisfactory, the heavy business calling for a strengthening of the track structure and a betterment of the roadbed. This must be made an item of our season's program.

The conditions above cited show that, while Class A territory will receive its usual preferred consideration, there are other portions of the road where some extraordinary efforts must be made to maintain them to the standard required to successfully handle the traffic.

It might be interesting to consider the conditions under which we are now maintaining the way and structures as compared with some previous year. To take a recent year it would be too easy to get a very favorable comparison. Therefore, I will go back ten years to 1905. This year presents a most equitable, as well as interesting, basis of comparison, as in this year almost the same amounts of materials were used in renewals as in 1915.

In 1915 the total track mileage is 7,410, as compared with 6,530 in 1905, an increase of 880 miles, or 13%.

The gross revenue in 1905 was $61,917,847. The estimated revenue for 1915 shows an increase over 1905 of $17,000,000, or 27%.

The total maintenance of way expense for 1905 was $7,725,846, and as estimated for 1915, is $7,500,000, a decrease of $225,846, or 3%. For 1905 the audited figures used above do not include charges now included, due to changes in the classification of the accounts which have been effective since 1907. This amounts to an additional charge of about $300,000 per year, which, to make the comparison fair, should be added to the 1905 figure. This would increase the per cent. of the decrease of 1915 to over 6%.

On this basis the cost of maintenance per mile of track in 1905 was $1,229, and in 1915 is $1,012, a decrease of $217 per mile, or 17.5%.

The per cent. of maintenance of way expense to gross revenue for 1905 was 12.5%. For 1915 it is 9.5%, a decrease of 3%.

In 1905 we put in 1,437,500 ties, with the price of standard tie 54 cents; in 1915, 1,670,000 ties, with the price of standard tie 75 cents. In other words, we used 232,500 ties more in 1915 than in 1905, at an increase of 21 cents per tie.

In 1905 we used in new rail 40,250 tons, in repair rail 18,050 tons, a total of 58,300 tons. In 1915 we used in new rail 31,500 tons, in repair rail 26,000 tons, a total of 57,500 tons.

The total tonnage of rail laid is but 800 tons less in 1915 than in 1905. In the 1915 tonnage of repair rail is included approximately 5,000 tons of re-rolled rail, which might properly be classified with new rail from the standpoint of cost and quality.

In 1905, 420,337 tons of stone ballast were used. In 1915 the amount will be a little over 400,000 tons, nearly the same amount as used in 1905.

Comparison of the consumptions of other track material for the two years can best be given in the money value, as the prices prevailing in the two years are so close as to admit of this basis of comparison.

In 1905 the amount expended in other track materials was $421,564, and in 1915, $435,000, or slightly more in 1915 on account of the more extended use of tie plates and anti-creepers, both economic devices.

Comparison of the pay rolls of the two years shows that in 1905 the rolls amounted to $3,723,656, and in 1915 to $3,164,000, a decrease of $559,656, or 15%.

Owing to the increase in the rate of pay in 1915 over 1905, there is a still greater decrease in actual number of men employed. The average monthly force for 1905 was 7,809 men and in 1915, 5,308 men, a decrease of 2,501 men, or 32%.

It has, therefore, been shown that a total mileage increased by 13% has been maintained with practically the same amount of material and a 15% less pay roll representing a 32% fewer number of men.

As the relative efficiency of performing the same amount of work is measured by the amount of labor expended in the performances under comparison, it may be stated that the 32% decrease in force represents the increase in efficiency of the performance of 1915 over 1905.

Under the heading of "Program," the second item of my assignment, we find that during the coming season we will use 25,000 tons of new rail, or enough to relay 150 miles of track. The greater portion of this rail will be laid in the Class A territory, releasing eighty-five pound rail and worn ninety and one hundred pound rail. The rail released that is suitable for relaying will be used in replacing worn out and lighter rail in the Class C and D territories. The less suitable rail will be used in sidings, and the mill rail, sold as scrap.

Four hundred thousand tons of stone ballast will be used, one-half of it in replenishing the ballast on track now ballasted with stone. In this connection it may be of interest to know that the Cumberland Division alone, although ballasted with stone throughout, uses 100,000 tons a year for replenishing. This is necessary on account of the rapid wearing out of the stone under the heavy traffic and the constant tamping of the stone under the ties in surfacing, requiring a renewal of the ballast from every three to five years.

The other half of this year's stone ballast allotment will be used to extend stone ballasted track on the New Castle and Chicago Divisions. It is proposed to ballast with stone the sixteen miles of double track road from New Castle Junction to Youngstown. Some work of the same class will be done on the Chicago Division, from Whiting east. The present stone ballast on the east end of the Chicago Division, which ends at Mark Center, will be extended westbound about twelve miles, making about twenty miles total for Chicago Division, and about thirty-six miles of new stone-ballasted track for the season's work.

The bridge repair and renewal program, which is based on estimates made after a careful and detailed inspection of the structures, is to a great extent limited

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by the size of the total maintenance appropriation. Sufficient funds are always set aside for the purpose of taking care of the repairs necessary for safety. The extent of renewals and improvement depends upon the surplus left after the essentials have been provided for.

This year two items are to receive special attention:

First, we will take care of the painting of steel bridges and re-riveting where loose rivets are found.

The painting of a steel bridge is an item of expense which can always be deferred without immediate danger to the structure, and as this policy has been followed more or less during the last few years, many of our steel bridges have reached a point of serious deterioration. This year, therefore, we have outlined a program which will cover those bridges most in need of paint, and it will be consistently followed up to insure progress in this very important item. In connection with the painting, re-riveting will be taken care of.

Secondly, repairs will be made to wooden bridges to remedy all defects endangering the safety of the structures. Special attention will be given to the replacement of important members which have deteriorated, such as the stringers, ties and posts.

The building program covers the necessary repairs to the buildings to insure safety of the occupants and to protect the property housed therein. All floors are to be kept in good repair, to insure safety, and the roofs in good condition to protect property from damage from the elements. A campaign is to be made to improve generally the condition of the buildings. Minor repairs, which, if neglected, give the property an uncared-for and dilapidated appearance, will be kept up. Such repairs as these, and painting, will be a particular feature of this year's program, especially about large terminals and in the vicinity of other railroads. We purpose giving our property a neat and prosperous appearance at those places where it is most subjected to the scrutiny of the public.

There are two other items included in the program, which are of great importance and which we should keep ever before us. The first of these is cleaning. By exerting considerable effort and spending a large amount of money, we have just completed the cleaning up of the property. The result greatly pleased the management. Now that the road has been cleaned up in a satisfactory manner, it is for us to keep it clean. This is an every-day, never-ceasing task which must be followed up persistently in order to hold to the high standard set.

The second item is ditching. Ditching makes for good drainage, and good drainage for good track. You can not expect to maintain a structure that is founded on mud. By proper ditching and the use of other effective systems of drainage, the water can be kept away from the roadbed, the mud eliminated and a stable foundation for the track structure obtained. Our program, therefore, includes a well-made schedule which will be followed out with a view to ending the season with a well-drained railroad.

Finally, we have to consider "Methods."

The most effective method of getting work done efficiently and economically is to inaugurate a standard schedule of work with respect to the time limit and the force available, and thus determine on a daily performance. By simple daily reports a record showing the progress of the work can be kept. This record affords a means of determining the ratio of performance to standard, or the efficiency, as well as a means of determining whether or not the work is being done on schedule. By following out this method the work is always under control, and accurate information is at hand to tell whether or not the proper result is being attained in return for the expenditure.

A study of the methods of doing work is often productive of improvements which make for economy. For instance, by the introduction of machinery great economies over the former hand methods are possible.

One of the best examples of this is the ditching machine, by the use of which a large yardage of materials can be removed from the ditches with but low labor cost. Work which formerly required large gangs of men, who

were used in connection with work train service, had a low percentage of efficiency on account of the delays incident to traffic. By the small amount of labor required to operate a ditcher, this loss is reduced to a minimum.

With all its good points, the steam ditcher has its drawback; namely, the work train. The work train is one of our greatest inefficiencies, as well as an item of heavy expense. Carefully kept records show that work trains cost between $28.00 and $30.00 a day—in fact, in estimating for work train service it is much safer to use the higher figure. It is therefore desirable to eliminate work trains wherever possible.

In order to do this in ditching, we have developed the ditching car, which operates on a narrow gauge track in the ditch. The car can be easily handled by two men, and effective and economic ditching can be done without interruption by traffic.

One of the most effective methods for economical handling of a heretofore expensive item of maintenance work has recently been developed, namely, ballast screens for cleaning stone ballast. A very complete method of handling the work, and schedules for gauging the performance, have been worked out. Work done by use of these methods shows a saving of over 50% as compared with the former method with forks.

There has been developed on another road, and used successfully on quite a number of roads, a pneumatic tamping machine for tamping ballast under the ties, for which claims of a saving of at least 50% as compared with hand methods are made. We have investigated the working of this machine and recommended the purchase of one for trial.

One of the most prolific sources of economy to the maintenance of way department will be found in our Martinsburg shop, which nets us a saving of some $60,000 a year in frogs and switches alone. As the Zanesville shop develops and takes on more maintenance of way work, it will also prove a factor in maintenance of way economies.

The conservation of materials offers very attractive possibilities of economies. The proper care of material, insuring its maximum life, the saving from scrap bins of second hand material fit for re-use and the using of this material in track, are some of the methods of conservation. Much of this second hand material answers the purpose as well as new material, and the man who seizes the advantages of its use saves spending the money for new materials and reduces his maintenance expense by that amount.

Mention has been made of looking out for good men. This has long been one of my favorite subjects of conversation when on the road, and I begin to feel that I have been talking to some effect. Formerly, many of the divisions were unable to fill supervisors' jobs, and often those of foreman, and called upon me to send men to fill the places. I took the ground that the division should develop its own men for these places; that it was a discredit to the division not to do so. It is on the fact that it has been some time since such a request has been made upon me, although many vacancies have occurred, that I base my belief that my efforts have had effect.

From the outline of the program, it will be noted that we have about the same work to do this year that was before us last year. From the forecast of expenditures for the first period of the coming fiscal year, it appears that our appropriations will be no larger than last year. Therefore, we are asked to repeat our performance of last year, and I will answer for my department, "yes, we will do better."

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The rugged mountain's granite sides are shorn;
Huge boulders are from giant sockets torn,
Where they for ages lay 'neath suns and snows;
Deep, treacherous chasms, yawning to oppose
Progressive plans of high ambition born,
Are spanned, till dawns at last that fruitful morn
When rails of steel new traffic gates unclose.

This massive work conceived of master minds,
By toil of burly thews to substance brought,
The river, marsh, abyss and mountain binds
With links colossal, forged for commerce fraught
With wealth that man through nature's bounty finds:
To this great purpose have the builders wrought!

LOUIS M. GRICE



What American Railroads Need

An Examination into Existing Conditions and Suggestions for the Expression of a New Spirit Toward Transportation

THAT vital question of what American railroads need and how to meet that need is discussed in its broad national aspects by Otto H. Kahn in an important article in the February number of *World's Work*. From the viewpoint of the citizen and in the light of public interest Mr. Kahn considers both the causes and effects of the present situation of the railroads, and indicates measures which might be taken to remedy its obvious evils.

"The conflicts and the storms which have raged around the railroads these many years," he says, "have largely subsided. Abuses which were found to exist, though it is fair to say that for their existence the railroads were by no means alone to blame, have been remedied and their recurrence made impossible. The people's anger has cooled and, though some politicians still sound the old war-cry, many indications (such, for instance, as the recent popular vote against the Full Crew Law in Missouri) tend to show that the people desire to have the railroads fairly and justly dealt with, exacting and expecting from them a reciprocal attitude, treatment, and spirit. Railroad executives have come to recognize their functions as those of semi-public officers, owing accountability no less to the public than to the shareholders of the particular property they represent.

"A system has been evolved which, while preserving for the country in the conduct of its railroads the inestimable advantage of private initiative, efficiency, resourcefulness and responsibility, yet through governmental regulation and supervision emphasizes and protects the community's rights and guards against those evils and excesses of unrestrained individualism which experience has indicated. It is in every way a far better system than government ownership of railroads, which, wherever tested, has proved its inferiority, except only in Germany, and the very reasons which have made government ownership measurably successful in Germany are the reasons which in America would make it nothing short of an economic calamity, being given political and other circumstances as they now exist and are likely to continue to exist for a long time to come."

Mr. Kahn considers the American system of private ownership combined with public regulation "in theory an almost ideal one," but says its practical application is flagrantly faulty and that "the structure of Federal and State laws under which American railroads are compelled to carry on their business is little short of a legislative monstrosity. . . . Considered from whatever point of view, the conclusion seems to me unavoidable that American railroad legislation, whilst sound in theory, is in practice a patchwork, a makeshift, and grossly and fundamentally faulty. It has been added to, modified, tinkered with session after session in national and state legislatures; it is illogical, unscientific, confusing, vexatious, and generally intolerable. The Interstate Commerce Commission and forty-three state bodies acting at once as lawmakers, prosecutors, judges, and juries hold the destinies of the railroads in their hands, with the power almost over life and death—a power not much short of autocratic, for it is subject to little, if any, executive control and, as far as the Federal Commission is concerned, to practically no effective judicial review.

Unlike the courts they are bound by no precedents and rules of procedure, guided by no fixed and well understood principles or rules of decision."

Mr. Kahn traces historically the progressive steps in railroad legislation, and shows that continual and insufficiently considered enlargement of the functions of the Interstate Commerce Commission has forced upon that body duties which it is physically unable to handle efficiently and fairly. Congress, while conferring upon the Interstate Commerce Commission almost absolute powers over the interstate business of railroads, entirely ignored the correlated problem of the exercise of control by the states, and in the states a veritable mania of railroad legislation, including drastic rate reductions, extra crew laws, heavy additions to taxation, and other burdens, has followed.

With the principle of regulation Mr. Kahn places himself in full agreement. "It was a right instinct," he says, "which had guided the people, under President Roosevelt's leadership, to determine, firmly and unmistakably, that the time had come to regard the pioneer period of this country's industrial and economic development as at an end, to revoke the latitude which had been tacitly accorded, to insist on strict adherence to the rules of business conduct laid down by the law, and to punish any violation of such rules, by whomsoever committed, high or low. . . . It is the faultiness and inadequacy of the law under which the Interstate Commerce Commission works and exercises its power, and the multiplicity of masters under whom the railroads have to serve and whom they have to satisfy that constitutes the burden of their grievances and that cries for reform."

Delays which amount to denial of justice, conflicting orders, uncertainty, chilling of enterprise, lack of confidence, etc., are the resulting complaints against such regulation. "That the Interstate Commerce Commission," Mr. Kahn says, "being at the same time prosecutor, judge, and jury, combining within itself legislative, executive, and judiciary powers, is a negation of the root principle from which the American system of government springs, may be stated as an incontrovertible fact. Such a combination of powers in one body has been styled by James Madison 'the very definition of tyranny.' "

Mr. Kahn does not share in the opinion that the members of the Commission are hostile to the railroads, but on the contrary expresses his belief that "they are earnestly striving to do justice according to their conscience and judgment and bravely struggling with a simply intolerable burden of work and responsibility."

As illustrative of the stupendous amount of work with which the Commission is burdened, he calls attention to its annual report "with its formidable array of 200,000 pages of testimony taken, 150,000 tariff publications received, hearings held, opinions rendered, orders issued, claims, complaints and applications disposed of, inspections made, accounts examined, prosecutions initiated or conducted, statistics gathered, Congressional inquiries answered and so forth. And let it be remembered that in addition to its railroad work the Commission has also to supervise and regulate telegraph, telephone, pipe lines and express companies. For years, Congress has thrust upon the Commission one function after another until it is simply overwhelmed. The result is not merely delay and insufficient time for deliberate consideration but the necessity to relegate the hearing and investigation of many important cases to clerks or agents.

"But," Mr. Kahn points out, "the most serious grievance is the fact that in addition to the activities of state legislatures there are not less than forty-three state commissions, exercising varying degrees of power over railroads, guided in their decisions by no precedents or fixed rules, their jurisdiction and the decrees intertwining, conflicting with, upsetting those of each other and of the Interstate Commerce Commission. . . . It is not surprising that the authority of such state commissions, of which it would be too much to expect or even to ask unyielding imperviousness to public pressure, should have been exercised, in not a few instances, frankly for the selfish interest of each state, somewhat on the

lines of creating through the fixing of railroad rates and otherwise the equivalent of a protecting tariff or of an export bounty for the benefit of the industries or the consumers of each particular state.

"What with the regulating activities of forty-three commissions besides the Interstate Commerce Commission, the adoption by state legislatures of rate-fixing measures, extra crew bills, and all kinds of minute enactments (between 1912 and 1915 more than 4,000 federal and state bills affecting the railroads were introduced and more than 440 enacted), the enormous increase within the last seven years in federal and state taxation, the steadily mounting cost of labor, the exactions of municipal and county authorities, etc.—it will be admitted that the cup of railroad difficulties and grievances is full. I am far from holding the railroads blameless for some of the conditions with which they are now confronted. Not a few of them were arrogant in the days of their power, many mixed in politics, some forgot that besides having a duty to their stockholders they had a duty to the public, some were guilty of grievous and inexcusable financial misdeeds. But in their natural resentment and their legitimate resolve to guard against similar conditions in the future, the people have overshot the mark. The proof of the pudding is in the eating. Not less than eighty-two railroads, comprising 41,988 miles and representing $2,264,000,000 of capitalization, are in receivers' hands and less new mileage has been constructed in 1915 than in any year since the Civil War."

As a result of this situation Mr. Kahn shows that "railroad credit has become gravely affected. It is true that faults of management and disclosures of objectionable practices have been contributory causes in diminishing American railroad credit, but from my practical experience in dealing with investors I have no hesitation in affirming that the main reason for the multiplication of railroad bankruptcies and of the changed attitude of the public toward investing in railroad securities is to be found in the federal and state legislation of the years from 1906 to 1912 and in what many investors considered the illiberal, narrow, and frequently antagonistic spirit toward railroads of commissions charged with their supervision and control."

The deduction Mr. Kahn makes is that "railroads, being essentially nation-wide in their functions, should, as to rates and other phases of their business directly or indirectly affecting interstate results, be placed under one national authority instead of being subject to the conflicting jurisdiction of many different states—a jurisdiction the exercise of which is always subject to the temptation of being used unfairly for the selfish and exclusive advantage of the respective individual states. State commissions have their proper and important functions in the supervision and regulation of street railways and of public service corporations other than interstate steam railroads, and even in the case of the latter in the exercise of certain administrative, police, or public welfare powers within well defined limits. But the fundamental law of the land, the Federal Constitution, expressly reserves to Congress the exclusive power of dealing with commerce between states, and the exercise by state authorities of rate-making and other powers which, though technically confined to railroad activities within the states, yet actually must and do affect interstate relations, is clearly opposed to the spirit, if not to the language, of the Federal Constitution.

"Personally," he states, "I believe that the principle of giving to the Interstate Commerce Commission power to *regulate* rates is sound, and I am convinced that it has come to stay. But I think that the now prevailing rigid and cumbersome system of what is practically rate *making* by the Commission is neither sound nor wise. I believe that the public could and would be just as fully protected and that, in fact, both the public and the railroads would be the gainers if the immensely complex, difficult and delicate task of making rates were left in the hands of those trained for it by a life's study, experience, and practice, *i. e.*, the railroad officials, with full power, however, in the Commission, on its own motion, to reduce or to increase rates for cause."

"The present lopsided structure of railroad laws ought to be demolished," Mr. Kahn believes, "and superseded by a new body of laws designed, not to punish the railroads, but to aid them toward the greatest development of usefulness and service to the country, conceived upon harmonious, carefully considered, scientific and permanent lines. . . . The banking and currency legislation of 1913 affords an appropriate precedent and in many respects a parallel. . . . The formula and principle of the banking and currency legislation, viz., a strong, effective, and controlling Central Federal Board in Washington, relieved from detail work and from certain essentially conflicting functions, with Regional Boards according to geographic groupings, might prove exactly suited to railroad legislation."

Among the principal remedies suggested by Mr. Kahn to meet the situation are the following: (1) Creation of a strong, effective and controlling Central Federal Commission in Washington, with Regional Commissions according to geographic groupings. (2) The Commission to be relieved of much detail work and of certain essentially conflicting functions which should be conferred upon a separate body. (3) The jurisdiction of state bodies in railroad matters should cease as far as it relates directly or indirectly to interstate commerce. (4) The function of rate making should be left to the railroads, with full power, however, in the Commission on its own motion to reduce or increase rates for cause. (5) Pooling arrangements should be permitted subject to approval by the Commission. (6) In determining rates due weight and consideration should be given to all factors that go to enhance the cost of operating railroads, such as legislative enactments, increased taxation, advances in wages, etc.

In closing his argument for a practical business-like treatment of this all important economic problem, Mr. Kahn calls attention to the splendid opportunity and the weighty responsibility which face this country as a result of the European war, calling for constructive thought and cooperation between business and the legislative and administrative powers.

Paying a merited tribute to the presidents of American railroads and the heads of American business institutions, he concludes: "There is no centre in the world where the label counts less, where it is less possible to bequeath position, however backed by wealth, where the shine and effect of a great name is more quickly rubbed off if the bearer does not prove his worth, where the acid test of personal efficiency is more strictly applied, where strength and talent are more certain to come to the top, than in the great mart of American business. And there is no country where the capacities of representatives of business are so little availed of in governmental and political affairs, their views so little heeded and so frequently rebuffed, where legislation affecting economic, industrial, and financial matters is framed, and the resulting laws administered, with such disregard of the counsel and expert knowledge of business men as in the United States."

"But," he says, "there are welcome indications that this condition of affairs is about to change, and that prejudices and antagonisms which have been prevalent all too long are giving way to more auspicious relations."

There is being developed a tendency towards mutually trustful cooperation between business and the legislative and administrative powers on broad and constructive lines, such as has existed for many years in the leading countries of Europe.

LOAD THE CARS

A penny saved is a penny earned. A freight car saved by better loading is equivalent to the earnings from one ton of coal hauled over half way around the world

LOAD THE CARS

Petticoats and Pistols

By

Walter Grahame



CARE lay heavy upon the usually debonnair face of Captain "Jerry" Randolph, of the United States Army, as he rode slowly along a quiet Virginia road one blustering afternoon in the winter of 1784. For care is no respecter of persons—it fastens its claws upon prince and ploughman alike. So, despite a long furlough from his duties with the garrison at Fort Pitt—where, with some forty men (half the army of the United States), he had been engaged in guarding military stores—and a goodly number of gold coins jingling in the pockets of his spotless buckskins, Jerry slouched despondently in his saddle. Of what vail are such vanities as gold coins, furloughs and spotless breeches if the desire of a man's heart be beyond his reach?

Coming, at length, to the top of a hill, the rider reined in his impatient horse and sat with longing eyes fixed upon a homelike, rambling white house, nestled comfortably in a clump of trees on a hillside across the valley.

"Laws 'a Massey," said a voice from a tangle of bushes at the roadside. "Yo' all had better not let ole Massa Hazeldeane ketch yo' a-lookin' ovah to'ards his hous'. Yest'day I hears him say to Missus Virginia 'I'se a-goin' to shoot de very furstis military gent what I ketches aroun' hyah.'"

An old woolly-headed negro emerged from among the bushes and stood shaking a dusky fore-finger at the horseman.

"Well, Sam," laughed Jerry, "I see that the devil hasn't gotten your old bones yet."

"No sah, no sah," chuckled the old man. "Ole Sam's good a man now as he were twenty—forty yeah's ago. But I'se got a letter fo' yo', Marse Jerry, from Missus Virginia. Ah reckon she's a-tellin' yo' to keep away from de

hous', cause if yo' cum ober there Massa goin' to shoot yo' shore."

Still chuckling, Sam searched through numerous pockets and at length found a note, dainty and scented, but somewhat the worse from close contact with a plug of tobacco. Jerry eagerly snatched it from the old man's hand, but as he read his face became more gloomy than ever. When he had finished he sat in silent thought for a few moments, then tossing a coin to the grinning Sam, set spurs to his horse and galloped down the road.

"Blueskin," so named in honor of General Washington's famous charger, lay back his ears at being released from the tyranny of a walk and thundered along at a racing pace. Ten minutes of this rapid travel brought them in sight of a long, low, white building that stood at a cross-roads. A gaudy sign-board swinging over the door proclaimed the place a tavern.

"Jerry Randolph!" bellowed a stout, jolly looking man who was standing at the door. "Right glad I am to see you again."

Jerry had kicked his feet free from the stirrups and was on the ground before Blueskin had come to a stop.

"And I'm glad to see you, Major," he cried, grasping the tavernkeeper's eagerly extended hand. In those days the proprietor of a tavern was a man to be looked up to, and although the Major had fought gallantly all through the Revolution, he took no shame from his present occupation.

"Many a jolly night we've had together," continued the Major, his red face beaming pleasure from over the collar of a bottle-green coat. "Tonight, now—what d'ye say to a bowl of steaming toddy and a song or two? Come now—

"Ye sluggards who murder your life time in sleep,
Awake and pursue the fleet hare,
From life say what joy, say what pleasure you reap,
That e're could with hunting compare.

"Come now—what d'ye say?"

The tavernkeeper had delivered this snatch of song in a deep musical bass and Jerry, himself no mean performer, had joined in with a pleasing tenor.

"I've got business that must be attended to, early in the evening," said Jerry, "but later—with all my heart."

"Business," said the Major, cocking his head wisely and looking at Jerry out of one eye. "I'll wager I know the name of the business that calls you."

"My horse—" began Jerry, and the Major who, for all his rough exterior and boisterous talk was at bottom a gentleman, was quick to see that any quizzing on that subject would be unpleasant to the young officer.

"Bill, ye grinning limb of Satan, what d'ye mean by standing there and letting the Captain's horse grow cold?" he roared at a grinning black, who, with the negro's natural love of song and merriment, had been listening with glistening eyes. Not a whit frightened by his master's threatening gesture, he now stepped to Blueskin's head and, still grinning from ear to ear, lead the horse off toward the stable.

Jerry was about to follow the Major into the tavern when, from out the fast gathering dusk, far down the road, there came the notes of a coach horn, faint, yet clear and melodious on the brisk air. At this sound the tavern took on an air of especial hurry and bustle. Two hostlers came from the stable, each leading a pair of prancing coach horses. Hangers-on, in hope of earning drink money by assisting some luggage laden passenger, gathered under the creaking sign board. Lights gleamed from the windows of the tap room, while inside maids bustled about, making ready sleeping chambers for travelers who might wish to stay the night. The proprietor, with a word of apology, hurried in to superintend the brewing of a bowl of punch.

Again came the merry sound of the horn, this time much closer, and in a few minutes the rumble of wheels over the rutted road and the sound of flying hoofs could be heard. With a prodigious clatter and a medley of shouts, oaths and cries of greeting, the mail coach drew up before the tavern door.

The lights of the tavern, suggestive of homely comfort, were doubly attractive when viewed from the cold, uncomfortable coach, and coachman, guard and

passengers lost no time in alighting. Meantime Jerry, standing idly at the door, was struck by the appearance of a big, burly fellow, deep chested, broad shouldered and clad in rough, heavy clothing. Somehow he had a smack of the sea about him. Jerry followed him into the taproom and watched him throw aside his greatcoat, shawl and broad brimmed hat. His face, bronzed and wrinkled as though by long years of exposure to wind and weather, was seamed by a dirty, blue-white scar, which, extending from his left ear down across the cheek to the corner of his mouth, gave to a face naturally bold and rough, a cruel, almost ferocious expression.

While the Major and his assistants were busy supplying the wants of the hungry and thirsty travelers the man with the scar seated himself at a table in a corner and waited, frowning terrifically, for someone to serve him. Jerry, to keep the fellow in view, seated himself at the next table and took up a copy of *The Maryland Journal and The Baltimore Advertiser*, ragged and stained by long service in the tavern. But he had hardly glanced at the leading article when the room echoed with the sound of the stranger's fist pounding on the table.

"Scotchem," he bellowed to the waiter.

"Scotchem?" the waiter repeated. "Never heard of it, sir. How do you make it?"

"Apple-jack and boiling water—boiling water, d'ye take me? Not just hot, but *boiling*—and a good stiff dash of ground mustard," he growled. "Be quick with it. I'm mortal cold."

The waiter stared at him for a moment, an expression of awed surprise on his face. Then, shaking his head doubtfully, he hustled off to fill the order.

The man with the scar glared after him for a moment, then turned in time to meet Jerry's amused stare. For a moment there was a half startled expression in his keen eyes, but it changed to a quizzical smile as he surveyed the open, good humored face before him.

"Rumbullion, kill-devil, toddy, sling, grog, blackstrap, calibougus, nimbo, flip, plain rum I've drunk them all and I like them all," he said. "But after a long watch on deck—or on the top of a coach for that matter—give me Scotchem to warm a man's vitals. Will ye join me?"

"The Lord forbid," laughed Jerry. "I'm not copper lined."

"Ah, ye young men," the other began, but at that moment the waiter reappeared, a large mug of steaming liquid in his hands. The traveler threw a coin on the table, lifted the mug to his lips and downed the unholy mixture without so much as a wink.

"That's what I call a satisfying drink," he remarked, wiping his lips with a red bandana.

Stops for meals were short in those days and at this moment the crimson face of the guard appeared in the doorway.

"All aboard!" he called.

In the general hurry and confusion Jerry lost sight of the man with the scar and strolled to the door to watch the departure of the coach, always an event of interest in olden days.

The horses had been changed while the passengers were eating, and the fresh ones, a swearing hostler at the head of each, were pawing the ground and impatiently champing their bits. When the travelers had taken their places, the coachman looked around, knocked the ashes from his pipe, stowed it carefully away in a pocket of his great coat, took up the reins and spat skilfully between the off-wheeler's ears.

"All right behind?" he drawled.

"All right," yelled the guard, with a wave of his hand to the group at the door.

"Let 'em go!" cried the coachman.

The hostlers sprang nimbly aside, the horses pranced uncertainly for a moment, then broke into a gallop, the guard sounded his long horn and with a cheer from the group at the door, the coach rumbled away.

When Jerry turned to re-enter the tavern he was surprised to see the man with the scar standing in the doorway.

"I've come to visit an old friend in these parts," said the man, with a twisted grin. "D'ye know John Hazeldeane?"

Jerry nodded.



"AND WHO THE DEVIL MAY YOU BE?"

"He'll be glad to see his old shipmate, Jabez Hood," the fellow grumbled significantly, as with a grim shaking of his head he sauntered into the taproom and bellowed for another Scotchem.

II

Squire Hazeldeane, his portly figure comfortably settled in an arm chair and his slippered feet on the fender, was staring into the open fire, smoking a long clay pipe. Across the hearth from him sat his niece, Virginia. She too was gazing into the flames, her blue eyes wistful and her thoughts far away—a pretty picture of dreamy romance.

"Soldiers!" suddenly snorted the Squire, as though in answer to her dreams. "What good are they? Lazy. Don't produce anything. Don't think of anything—except cannon-smoke—and blood—and horses—and dice—and women—"

"Uncle!"

"Yes, women," roared the Squire, delighted with even this slight remonstrance and the consequent chance of argument. Romantic maidens are not lively companions for hale and hearty old gentlemen, and Virginia hadn't spoken a word for an hour. "Who ever heard of a soldier making a good husband—hey, who ever heard of it?"

"Our neighbor General Washington is a good husband—yes, and a good father to his step children," replied Virginia, with more spirit than she usually displayed. The courtly and elegant Washington won the heart of every woman who knew him.

The Squire glared at her. Possibly on account of the natural perversity of his character he had become a member of the party who could see no good in Washington, he who had kept the spark of the Revolution burning and with rarest courage, spirit and ability, had beaten the power of England.

"Washington," he snarled. "Don't tell me anything about him. Driving the country to the dogs as fast as—"

Old Sam limped into the room to arrange the fire and the Squire at once transferred his wrath to him.

"Who told you to come in here?" he roared. "Always interrupting me when I'm talking. Lazy black dog—lazy as a soldier, by Gad. Got rheumatism again. Told you not to go out. Go to bed—if you come in here again tonight I'll brain you. Get the housekeeper to give you a glass of rum—best thing in the world for rheumatism—by George, I had a twinge or two today—suppose I'd better take a glass myself. Get out of here, you old cheat."

Sam retreated grinning and the Squire sat down again and relighted his pipe.

"Now, about Washington—" he began.

"Someone is coming," said Virginia, holding up a slender finger to check him. From the driveway came the sound of wheels.

"Guests, by George!" exclaimed the Squire, brightening up. "I hope that it is someone who can talk intelligently. What's the use of trying to argue with a chit of a girl? Sam, you scoundrel," he added, raising his voice, "go open the door."

There was the sound of voices in the hall. Then Sam, grinning delightedly, threw open the door.

"His Excellency Gene'l Geo'ge Washington, President ob de United States," he announced, rolling the titles out with the darky's appreciation of high sounding words.

A very tall, very straight, handsomely dressed gentleman entered the room with the light but not particularly graceful step of the woodsman. His hair, powdered and brushed back from his forehead and worn in a queue, gave his grave, yet kindly face an added dignity. There was a pleasant smile in his blue eyes as he greeted the Squire and bent over the girl's hand with stately gallantry.

"I am on my way home," he said in a pleasant, deliberate voice, "and could not pass within a mile of an old friend's house without stopping to shake his hand and to pay my respects to his charming niece."

"Your Excellency must take some refreshment," cried the Squire, highly flattered. "A glass of wine at least. Tom -Joe—damn those niggers—"

But Virginia had already poured out a glass of fine old sherry, which the General drank off with grave relish. As he replaced the glass in her dainty hand, the attention of both was drawn to the win-

dow by the clatter of hoofs on the frozen road. A horseman was galloping toward the house and as Virginia saw the flying figure in the moonlight the General noticed that she blushed bewitchingly. There was silence for a moment as the rider was dismounting. Then the door was thrown open and Sam, chuckling with evident delight, announced Captain Randolph.

The Squire seemed to have forgotten his hostility to the profession of arms, for he greeted Jerry most cordially. Then he turned to present him to the President.

"Captain Randolph and I need no introduction," said Washington cordially. "We are old comrades in arms—and in hardship. You remember the days at Valley Forge, Captain?"

"Days when, but for a great leader, the cause of America must have been lost. Yes, your Excellency," answered Jerry, with a bow.

"Another instance of the effects of the dependence that Congress insists upon placing on untrained militia and last minute preparations," replied the General bitterly. "In spite of our experience —of the unnecessary losses and suffering —of chances of losing a just cause through inadequate forces and lack of munitions— what have we now? The moment the treaty of peace is signed the army is reduced to eighty men. Some day our people will learn that regular troops are alone equal to the exigencies of modern war, as well for defense as offense, and that whenever a substitute is attempted it must prove illusory and ruinous.

"But forgive me for bringing such matters into your family circle. I fear that sometimes the cares of office follow me where other thoughts should hold full sway." And he bowed to Virginia.

"Your Excellency," said the girl shyly, and blushing very much, "forgive me for bothering you with my small concerns— but—but perhaps you could bring Uncle to look at things differently. You see, Jerry—Captain Randolph, I mean—and I were to be married, but now Uncle will not consent, just because Jerry is a soldier."

"I'll never consent to her marrying a soldier," cried the Squire. "I like Jerry —good boy—sing a song as well as anyone I know—best man in the county across country—but I'll never let Virginia marry a member of that blackguardly profession."

"Sir," said Washington, a flash of temper in his eyes and his voice stern, "I am a soldier and proud of my profession."

"I beg your pardon, your Excellency," said the Squire, growing red and stumbling a little over his words. "But I will never consent to my niece marrying a soldier."

Washington bowed with graceful dignity, seeming to acquiesce to the Squire's undoubted prerogative to control his niece. But when he took his departure a few minutes later he whispered a few reassuring words in Virginia's ear, promising to speak to her Uncle again at some more favorable time.

"Great man," said the Squire, beaming. "I'm proud to number him among my friends. I'd do anything for him except let you marry some strutting—"

A sharp sound cut short his exclamation. One of the long French windows opened and a muffled figure stepped into the room. The draft blew out the candles, leaving the startled occupants in the dark, except for the fitful light of the burning logs.

"Light up, light up," said a harsh voice.

Virginia shrank back, expecting to find the protecting arms of Jerry about her, but he was not there. It was the Squire who, with trembling fingers, lighted the candles.

"Where is Jerry?" he cried. "Just like a soldier—run away as soon as there is any trouble. And who the devil may you be?"

"Fine company," rasped the man at the window. "His Excellency the President come aboard to call on Squire Hazeldeane. And your old shipmate standing out in the cold, without as much as a dram of rum to warm his old bones." And stepping into the room the man tossed aside his hat and shawl.

"Jabez Hood," gasped the Squire, white to the lips.

"Yes, Jabez Hood, your old shipmate. Thought as I were dead years ago, didn't

you? And a good job for you if I was. But I'm not, and I've come to live with you, John Hazeldeane. If you don't want me, just say so—and I'll go and see the sheriff."

"I don't know what you mean," said the Squire weakly.

"To be sure. Of course not. It's slipped your mind that I was captain of the Polar Star when we laid you aboard off Barbados. You don't remember that you came to me and begged for your life, do you? But I havn't forgotten that you were my first mate for two years. Not that you ever had much stomach for the fighting, but you could navigate the ship as well as any King's officer. And you took your share—"

"Every dollar of it went into the church,—yes, and more, too, the day I came into my money," cried the Squire. "And may God forgive me for the things that I have seen, and couldn't stop."

"Tell that to the judge," sneered Hood. "Ye've been a pirate, and any court in the land will hang you."

"Don't move, or I'll shoot," said a voice behind him. In spite of the order Hood spun around, only to find himself looking into the muzzle of a horse-pistol.

Jerry, guessing that something of the kind was in the wind had gone into the hall when the candles blew out. Seeing a horse tied to a tree on the lawn he sent Sam to lead it a little distance away. Then he entered the drawing-room by the window through which had come Hood.

"Well, what do you want?" asked the buccaneer, his hand stealing toward his pocket.

"Don't move, I said," cried Jerry, sharply. "You are an outlaw, and it is my duty to capture you, dead or alive. But I'll be lenient. Take your choice—out of the country with a bag of gold on the first ship that sails, or a bullet through your head!"

Hood looked into Jerry's eyes and saw there nothing but steely determination.

"Get the gold," he said sullenly.

Squire Hazeldeane was only too glad to get rid of the unwelcome guest so easily. He left the room and was back in a few minutes with a small, heavy bag that clinked pleasantly when he placed it upon the table.

Hood seized the bag and his hat.

"I'll be off," he growled.

"And I with you," said Jerry. "I won't leave him until he is safe on ship-board, Squire."

"And then come back, Jerry," said the Squire gratefully. "Soldiers are of some use, after all."

"And hurry," whispered Virginia, as Jerry, pistol in hand, followed Jabez Hood into the hall.

The Squire and his niece stood listening until the sound of the horses' hoofs died away in the distance.

"Good boy, Jerry," said the Squire. "Don't think too badly of your old uncle—I was forced into it—only way that I could save my life. You and Jerry get married the very day he comes back. No delay—d'ye hear?"

AGAINST the insidious wiles of foreign influence, I conjure you to believe me, fellow-citizens, the jealousy of a free people ought to be constantly awake, since history and experience prove that foreign influence is one of the most baneful foes of republican government.—*G. Washington.*

Dress For Your Work



This is the right way to dress—good shoes, no tie and tight overalls and jumper.

Just as a mechanic is judged by his tools, he is also judged by his way of dressing.

This is the wrong way to dress—flowing tie, poor shoes, ragged and loose overalls and jumper. He is bound to get hurt sooner or later.



Dress to Suit Your Work

Courtesy American Locomotive Co.

New Ideals in Police Administration

Educating Our Friends, the Public, to Keep Off Our Property

By Edmund Leigh
General Superintendent of Police

"To preserve the peace, to enforce the law, to protect life and property, to prevent and detect crime and to arrest violators of the law."

IF you take the Baltimore and Ohio blue covered passenger schedule and turn to the map of our railroad, and then outline the entire system with a pencil, allowing a half-inch margin around it, you will, according to the estimate of the United States Bureau of Vital Statistics, census of 1910, find within this line a population of 34,675,901. These figures show that our great railroad system directly helps to serve a little more than one-third of the population of the United States. We could go further, and still consulting the figures of the Government bureau, set forth the number of illiterates, defectives and other undesirables in this territory.

The report of the Interstate Commerce Commission for 1915 gives the number of persons killed and injured on all railroads in the United States as 8,621 killed and 162,040 injured, and further specifies that 5,084 of the number killed and 6,448 of the number injured, were trespassing on railroad property. In this same year our own railroad police made over 20,000 arrests, 9,666 of which were for trespassing. How much good did these arrests do, and how can we best reduce the number of persons killed and injured while trespassing on our railroad? These are questions which are now demanding the attention of our officials.

Last year, in the United States alone, courts, prisons and similar houses of incarceration, maintained by society as a measure of self protection, cost the tax payers the vast sum of $1,100,000,000, while for education, only $600,000,000 was spent. How much better for all of us, if these figures were transposed! After twenty years' experience in dealing with the feeble and the weak, it is the writer's firm opinion that the solution of the entire social problem lies in education; and it is along the line of education that we are going to talk in this article; *i. e.*, educating those who, by trespassing, risk life and limb on the private property of railroads.

No railroad can succeed that does not invoke the friendly cooperation of the communities through which it passes. The railroad is as much part and parcel of any given community as is any other industrial unit. It must share alike the burdens and favors incident to the locality. Therefore, we too suffer the economic damage common to the taxpayer whenever upon our lines any man, woman, or child is killed or injured.

Trespassers are of two great classes. First is the hobo, who presents a phase of this subject that will be dealt with in another article. Then comes the local resident, who, by force of habit, desires to make a short cut or, for some similar reason, walks along or across the right-of-way. To this class may be added the small boy with his juvenile enthusiasm for hazards and his greed and quest for novelty.

Time was when slow trains, running far apart upon a single track, permitted a reasonable degree of safety to the trespasser. But today, high speed trains running at the same time in opposite direc-

LET reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries, and in colleges; let it be written in primers, spelling-books, and in almanacs; let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice.—*A. Lincoln.*

tions, close upon one another, on a two or sometimes three or four tracked right-of-way, with frequent extras and constant movement of switching engines, have made railway trespassing as unsafe as are the trenches of Flanders. No sane man, however patriotic, would unnecessarily walk along the front of a battle line, much less permit a child to venture into an equally hazardous zone. In almost everyone there is a little of the gambling spirit, but it is giving long odds to fortune to play life and limb against a few minutes of saved time. Yet, public opinion sustains and enforces the laws against far less dangerous forms of gambling.

An injured person suffers physically; his family loses his or her value, an employer (if there be one) loses services that have a certain value, the town or county adds to the number of its dependents, the country loses an able-bodied citizen, and the railroad shares in all of these losses. No one is the gainer—least of all, the injured one.

Our railroad police officials have long felt that the remedy for this unfortunate condition is not drastic court action, and, like the leaders of other campaigns in the repression and suppression of vice and crime, they have begun a campaign of education. To this end the schools along the line of the Baltimore and Ohio railroad are being systematically canvassed, and we have yet to find a single instance where the school principal or the board of education has not joined heartily in this new movement, by giving our four operatives who are engaged in this work an opportunity to appear at the general assemblies of these schools and to talk to the children. After this talk a printed form is distributed among the children at dismissal. In this way we hope to achieve far reaching results. It can be readily understood that the child, running home with this prettily colored pamphlet, "Don'ts" or "Nevers" against railroad trespassing, carries a lesson to its parents. This is especially true if the parents are foreigners who need the aid of the American born children to translate this document which the child has received in the public schools.

Then, too, we get interesting ideas and suggestions from the school principals, who all agree that the money obtained from the sale of junk and coal, stolen by the children while trespassing on railroad property, is often used for attending movies and the buying of cigarettes and, in some cases, cocaine. This, of course, has a bad effect upon their school work. In addition to this, imagination doesn't have to be very heavily drawn upon to realize how surely the guilty conscience attendant upon stealing coal is but a step on the path to the general breaking down of the moral fibre of the child. The downward steps from the habitual child railroad trespasser to the looter and general railroad thief are but too easily taken.

While pursuing this line of investigation in one of the large cities on our lines, it was the writer's fortune to be introduced to a young woman social service worker, who was taking a post-graduate course in welfare work. At the writer's solicitation she selected two square blocks, adjacent to our railroad yards, where, without exception, the residents were foreigners, and made a thorough investigation into living con-

ditions. In the compiling of her record of their earning capacity, expenditure for clothing, food, drink, etc., she made it a point to question each family as to the amount they spent for fuel. In not a single instance could she find that item listed in the domestic budget. But she did find one foreign-born woman who boasted that she had bought and paid for two houses out of the earnings of herself and her two grown daughters, earnings derived from picking coal and from a traffic in coal stolen by children. In the yard of the house in which she was living, she had five bins for the grading of her wares.

This woman defended herself glibly when her honesty was questioned, arguing that the coal was on the ground and that it would be wasted. This instance gives one an idea of the usual attitude maintained toward the property rights of the railroads by the people who live near the yards.

With a mass of data of this kind at hand, we formulated a plan which we put into the hands of the four operatives mentioned above. It is the duty of these men (in addition to the other work they may have in the respective territories in which they operate) to call upon newspaper editors, judges of the juvenile courts (if there be any), the juvenile officer, the parents of juvenile offenders and, above all, upon the school principals.

When we started this campaign we thought it sufficient to take the names of the children caught trespassing, with a view to calling upon their parents, or upon the principal of the child's school. But we found that these seven or eight year olds, although they were in the hands of a policeman and apparently thoroughly frightened, would give a fictitious name and address.

This method having proved a failure, our men are now taking the children to the school, whereupon the school principal sends for the parents. This plan has been most effective. A list of names is compiled, setting forth the fact that these children have been caught trespassing and warned, and this list is submitted to the juvenile officer of the district. Upon the second or third offense, we have yet to experience the usual discharge that was formerly meted out by the magistrate. A visit to the homes of thirty-six children named on one of these lists, disclosed the fact that thirty of them were attending schools for mental defectives. This, together with the ordinary danger of playing around railroad yards, drives home to us the necessity of preventing this trespassing.

By calling upon the editors of newspapers and presenting the subject of trespassing to them in some interesting way, we have capitalized the more favorable attitude that has lately been shown by the press toward the railroads. We have yet to record a single instance where, when the subject was presented to them in this manner, they have done other than send it along with a boom.

We have accumulated many interesting newspaper clippings in the last two months. Forty-two newspapers in as many cities along our lines have given the subject of trespassing space and have set the issue squarely before their readers. For instance, the East Chicago *Times*

I DO the best I know, the very best I can; and I mean to keep right on doing so until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten angels swearing I was right would make no difference.—*A. Lincoln.*

of November 29, under the heading, "RAILROAD MAN GIVES 'NEVERS' FOR CHILDREN," says, among other things, "The general public does not realize the number of accidents, fatal and otherwise, that result annually from the offense of trespassing upon railroad property. Children are killed, maimed for life, suffer broken arms and legs and their parents are put to a good deal of trouble and expense simply through this offense of using private property for plunder and illegal gains."

In the Parkersburg, W. Va., *Sentinel* of December 16, under the heading of "CAMPAIGN AGAINST TRESPASSING," an editorial says, "The special campaign against trespassing is largely the outgrowth of a period of observation when the railroad company had men stationed at crossings and other vantage points to see how many people observed the usual degree of watchfulness in crossing the tracks. It was found that by simple observation of the ordinary rules of care, many accidents could be prevented."

In the Cleveland, O., *Leader* of December 15, Paul Alwyn Platz, the *Leader's* railroad editor, under the heading "BALTIMORE AND OHIO WAGES WAR AGAINST TRESPASSERS," says, "America appears to be behind some other parts of the world in the matter of trespassing on railroad property, for the reason that in the United States laws against trespassing are not as rigidly enforced as they are in other countries. Railroads are doing everything possible to assist people to live, but some persons would rather defy the laws of death and walk on the strip of ground four feet eight inches wide, with the result that about 5,000 are killed each year."

The Huntington, W. Va., *Advertiser* of December 14, under the heading, "BALTIMORE AND OHIO POLICE START CAMPAIGN TO REDUCE DEATH RATE," says, "By means of the present campaign and with the assistance of the police departments throughout the state, the Baltimore and Ohio Railroad will surely reduce the number of accidents to a minimum during the coming year." Another very gratifying article is that of the Wheeling *Daily News*, of December 4, under the heading, "CAPTAIN JOHNSON IS COMMENDED FOR EFFICIENCY IN CONNECTION WITH TRESPASSING CAMPAIGN HERE." "Instead of making arrests," says the *News*, "Captain Johnson visited all the local schools and obtained the cooperation of their principals. Addresses to the children were made in each school, warning them of the dangers of trespassing on railroad property . . . . . The talks to the children have had a good effect, and have been more effective than thousands of signs distributed along the right-of-way, or threats of arrest, could ever have." The *News* also mentioned favorably the circulars distributed to the children.

An editorial in the Pittsburgh *Sun*, of November 23, says, "We have all heard the flippant reply of the man who, when his attention was called to a sign that forbade persons doing whatever he was doing, said he had no superstitions and didn't believe in signs. When a record of a year's fatalities on railroads is reviewed the thought naturally comes to one that a lot of people who didn't believe in signs might be alive and preparing to enjoy a filling Thanksgiving dinner had they been just a bit superstitious . . . . .

"The railroads are certainly doing their best to guard their patrons against mishaps, for of the total number of persons involved in casualties, only 3,840 were riding on trains, and not all these by any means were passengers who had paid fares. The transportation lines are evidently doing their best to keep people off their rights-of-way . . . . . The right-of-way belongs to the company and it has the right to keep it free from pedestrians . . . . . The fact that it is dangerous, however, is the great lesson that must be learned, and it is something that cannot be imparted in a definite number of lessons."

Much more could be quoted from various papers, but enough has been said to show that our campaign of publicity and education is doing good.

The time will come when the mother in the home near the railroad right-of-way

will change that popular, but not very patriotic song, "I Didn't Raise my Boy to be a Soldier," to the more practical and important "I Didn't Raise my Boy to be a Cripple."

The spirit of this song echoes and re-echoes within the bosoms of many mothers as the daily papers tell of the horrible loss of life in the Great War. Perhaps an old paper covering on the kitchen shelf shows a picture of a war cripple, some other mother's son. Yet the railroad is as deadly to the trespasser as is the battlefield to the soldier, and the grinding wheels can make wounds just as horrible as do bullet and shrapnel. But the mother does not think of this. So busy is she thinking of the losses of other mothers, as she goes about her kitchen humming "I Didn't Raise My Boy to Be a Soldier," that she does not notice Willie and Johnny crossing the railroad tracks to save a block or two of the distance to school. They have long since broken a place in the railroad fence, and time is saved which can be devoted to play.

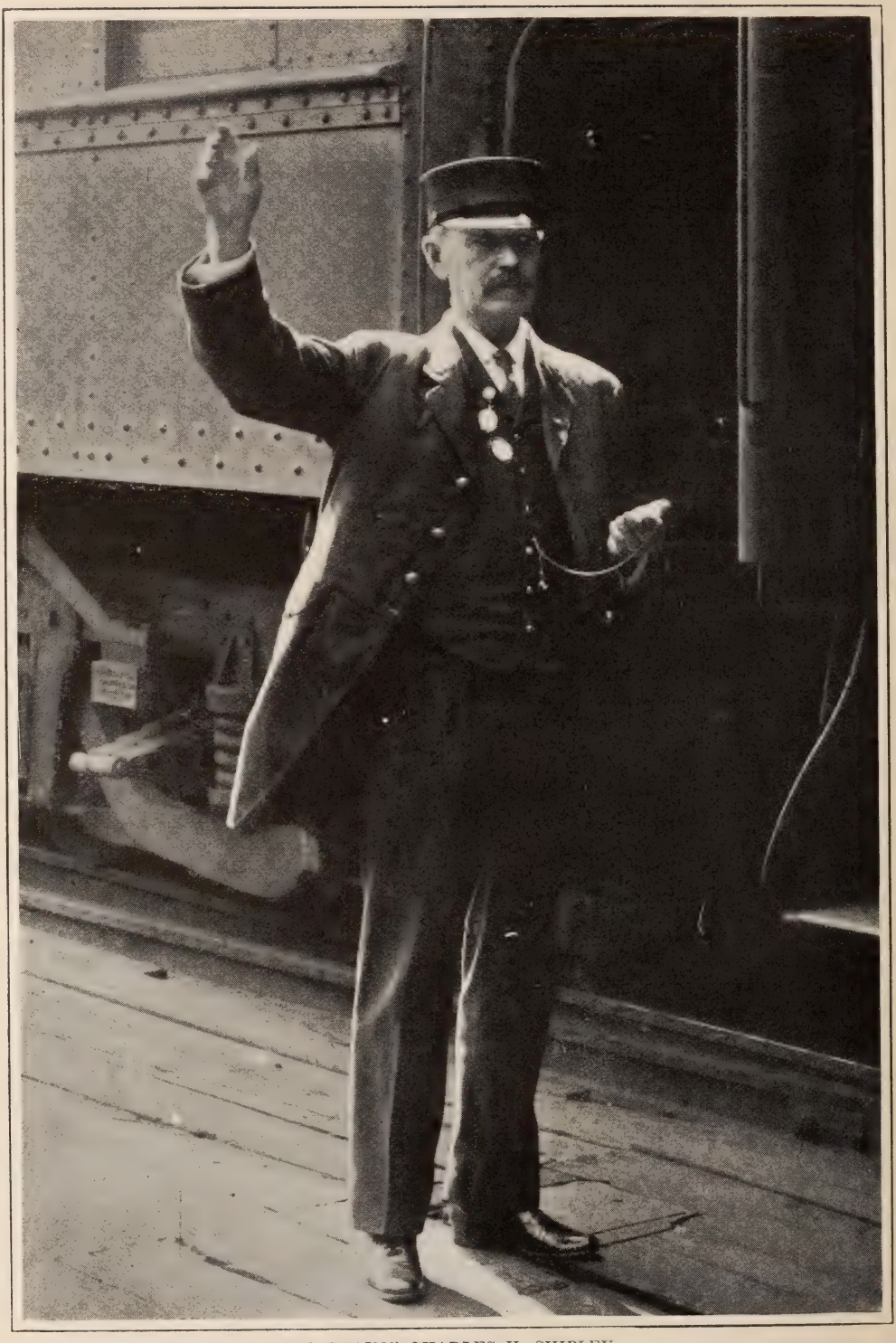
But this time, just as Johnny steps from behind a string of empty cars a switching engine rounds the curve. Johnny is crushed beneath the wheels and Willie runs home crying. He has learned one of life's tragic lessons. Mother is prostrated. Amid the angry protests against the railroad few are fair enough to remember that had the boys kept off the railroad's private property the accident could not have happened. Oh! for a lyric that would teach mothers to be as fearful of their boys being run over by a train as they are of their being hit by a bullet.

For some reason there has grown up among our railroad employes a feeling that the ordinary trespasser is none of their business. Yet, how anyone can be in such a state of mind as to be able to view with indifference children crowding around a railroad track is beyond understanding. Recently the writer saw a four year old cherub of a boy swinging on the end grab iron of a freight car, in which three of the Company's employes were working. A "boo" sent the youngster crying up over the enbankment, not to return for many a day. Another such observation was made in one of our yards, where two little girls had left a baby carriage in the space between a cut of cars while they went to the river bank to view a bridge in course of construction. True, it was on Sunday, when nothing was in motion, yet the action should call for censure. An employe, evidently an extra watchman, was sitting with his chair tilted against the freight office door and the incident caused him no concern. It is extremely hard to try to get such men into the spirit of the "Safety First" campaign. But it can be done, and we of the police department, in telling the readers of the EMPLOYES MAGAZINE how we are trying to cooperate, feel that we are making some progress toward this laudable end.

It seems that now is the time for *every* employe to get into the great movement for "Safety First" that is sweeping over the country. All classes of men are interested in it. Edward L. Tinker, writing in *Leslie's Weekly*, has taken up the matter of children trespassing upon railroads. His "Nevers for Children" we have, with his permission, reprinted and distributed to school children living along our System. The police department most earnestly solicits the co-operation of every one connected with our railroad in stopping this unnecessary waste of human material, and the creation of cripples and criminals. You can help in this great work by doing your part in stamping out the practice of trespassing.

This is the second of a series of articles on the Police Department by Mr. Leigh. In our next issue he will write on the Railroad Hobo.

That some should be rich shows that others may become rich, and hence it is just encouragement to industry and enterprise. Let not him who is houseless pull down the house of another, but let him labor diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built.—*Address to the Workingmen's Association of New York by Abraham Lincoln in 1864*



"CAPTAIN" CHARLES H. SHIPLEY

"Captain" Charles H. Shipley

HE CAME into the dining car with hat in hand and a cheery smile. His uniform and linen were immaculate and the thirty-nine years service emblem on his coat sleeve shone with the same lustre as has his long record with the Company.

He knew me but slightly, yet called my name, and added a pleasant "How are you?" And though moving fast that afternoon (for No. 5 was well filled and he had to work the whole train between Baltimore and Washington), he yet had time to add before he passed on, that passenger business was very much better and that he was glad of it, because it meant prosperity and he liked to do a full day's work for his salary.

The person sitting opposite me was discussing his dinner very intently. The conductor's "May I trouble you for your transportation" encouraged him to conversation and he asked two or three questions about his seat in the chair car, his connection at Pittsburgh, etc., all of which were answered with gratifying promptness and decision.

Over in the corner of the car were four jolly fellows, evidently bound on a pleasure trip and just finishing a hearty meal. "Now, gentlemen, let me interrupt you for a minute for your transportation," said Mr. Shipley. And as each of them pulled out a yard or so of paper, he joked about the quantity of it and in a jiffy had got what information he wanted and left them in rare good humor.

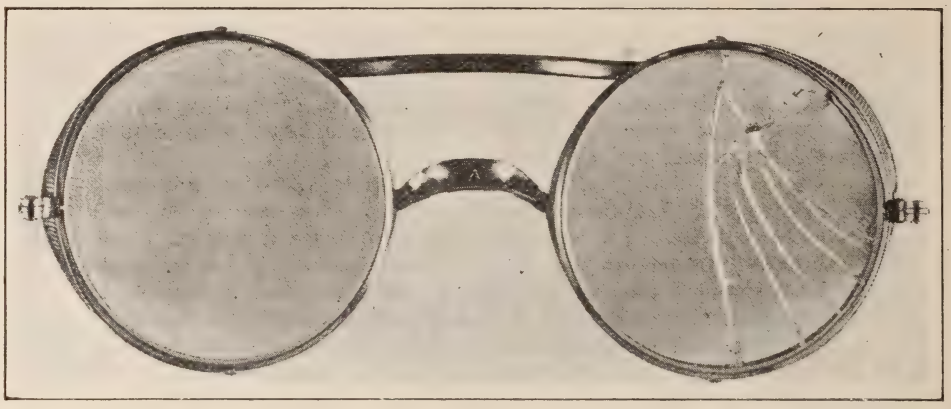
I next saw Mr. Shipley when he came out on the observation platform when we were on the "Y," preparatory to entering Union Station, at Washington. Only one passenger was on the rear end at the time. He made a number of remarks about the road—most of them complimentary—and our conductor always had the proper rejoinder.

Then, just as the train began to back in, a party of six, three men and their wives, off on a long pleasure trip, came to the door leading to the observation platform and inquired if they might go out. "Certainly," responded Captain Shipley, "come right on out and make yourselves at home, there's plenty of room." It was a novel ride for these people and, as the day was muggy, the fresh breeze encountered as the train sped rear end first through the yard, put them all in such good humor that the writer heard two of the men remark and reiterate how much they were enjoying their trip and how highly they thought of Baltimore and Ohio service.

Coming back from Washington the same day I happened to tell a railroad friend how enthusiastic I was over the way Captain Shipley had handled his train. "There isn't a better conductor on the System," he replied. "If you want to see him at his best you should watch him handle a local commuters' train. His coming into each car is looked forward to by the passengers, for he usually says as he enters, 'Now ladies and gentlemen, please have your tickets ready.' And they are always ready for him, too."

Can you imagine the great value of this gentleman's service to the Baltimore and Ohio?

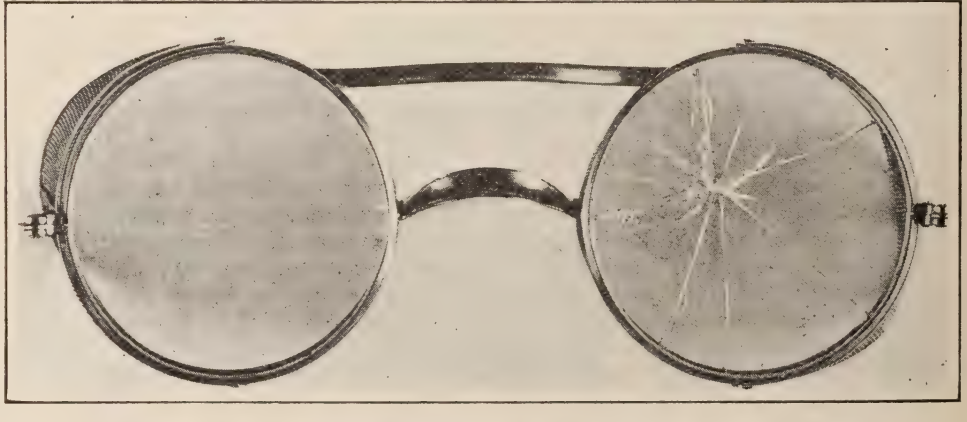
Every Broken Glass Means a Seeing Eye!



Whenever you see broken glasses in goggles like these, you may be sure that they have been saving the eyes, the money, the suffering, and the incapacitating of our employes. That the men who wore them were careful before the accident—not after. That they knew that a flying rivet-head like the one here shown would almost surely destroy their eyes unless they wore glasses to stop its painful blow. That they took the advice of our Safety experts and doctors and followed the only safe way.



Are You Following The Only Safe Way?



Goggles and rivet-head submitted by Superintendent of Shops
E. J. Brennan, Glenwood, Pa.

Dr. Randolph Brings Expert Testimony to Mt. Clare Employes on Care of the Eye

CONVINCING proof of the efforts being put forth by our railroad to make available for our employes the very best advice and information on one of the most important phases of the great subject of "Safety" was afforded at the noon-day Safety meeting in No. 3 machine shop on January 14, when Doctor Robert Randolph addressed several hundred of our shopmen. Dr. Randolph has been connected with the railroad as eye specialist for almost twenty-five years and during that time has given of his great talent and ability to thousands of our employes. Many of the men who listened to him on this occasion had been treated by him for eye injuries and he was able to single out individuals in the assemblage, refer to them by name and say just why he had had occasion to treat them. And he used these examples with telling effect.

"I am always glad to talk on the subject of the care of the eye to the employes of the Baltimore and Ohio," Dr. Randolph began. "It has been my privilege on previous occasions to speak to the men here and also to those at Riverside and it seems to me that the results of such meetings must be of considerable value.

"It is said that soldiers are brought into most intimate touch with each other, that they form their deepest friendships and get to understand and love each other and their leaders, in the depression of distress and defeat rather than in the joy of victory. And it has been my experience that on the many occasions when the employes of the Baltimore and Ohio who have been unfortunate enough to suffer eye injuries, as individuals, and I, have gone through the stressful and agonizing periods during which the knowledge and science of my profession have been used to save their eyes, we have come into very intimate contact with each other."

He then referred to several of the Mt. Clare men who had had occasion to come to him for treatment. The citing of these individual instances, which were known to many employes in the assemblage, served to drive home the point Dr. Randolph was trying to emphasize, namely, the great suffering, pain, and attendant unhappiness brought about by carelessness in the care of the eye.

He referred to the fact that since his connection with the Baltimore and Ohio he had had occasion to remove more than 200 eyes of employes and said that many of these losses could have been prevented by proper care.

"A piece of steel no larger than a pin point may cause the most aggravating, painful and unfortunate results if not given careful attention," he stated. "The other day a man came to me with a piece of steel, almost infinitesimally small, in his eyeball. The injury had already begun to show an area of grey color, indicative of a certain germ. Fortunately we were able to save the eye, but it was only after weeks of suffering, expense, mental anguish to the sufferer and great worry to his family and those who were dear to him. Even the red hot sparks from the emery wheel, while they do not carry germs, produce injuries which become infected and often lead to loss of sight. And the only safe way in caring for the eye is to see a physician just as soon as anything untoward happens to it.

"The most dangerous eye injuries have come from flying rivets, bolts and large pieces of steel, which penetrate the membranes," he continued. "These nearly always mean that the injured member will lose its power of vision absolutely,

though with the aid of the electro-magnet we are able to draw comparatively large pieces of steel from the eyeball and to preserve the natural physical appearance of that member. The only adequate protection against such injuries is the constant use of the goggles whenever there is the slightest danger of flying particles getting into your eye or of any other injury coming to it in any manner whatsoever.

"We have been very much gratified by the remarkable results of the campaign which Mr. Hair has been waging during the last few months for a renewed interest in the Safety work in general and the care of the eye in particular. Our eye injuries at Mt. Clare usually run from eighteen to twenty-five a month and I am delighted to be able to tell you that thus far this month we have had only one case for treatment. Isn't that worth while? Think of the pain, the mental torture, lost time, and possibly the lost eyes themselves—all this which the greater care on the part of the men has saved."

The speaker concluded that notwithstanding the unfortunate cause which brought the shopmen to see him, he was nevertheless always glad to be of whatever assistance he could. His remarks were made in a quiet, gracious, but earnest manner and that the men were greatly impressed was proved by their hearty applause. It is a rare privilege to be able to listen to the advise of a man like Dr. Randolph on this particular subject, it being doubtful if any other specialist in this important work could bring the fundamental facts home to the men in a more impressive and helpful way.

John Hair, in charge of the Safety work at Mt. Clare, introduced Dr. Randolph and reiterated his plea that the men always wear goggles when their eyes are exposed.

Rank of Divisions and Districts in the Performance of Through and Local Passenger Trains. December and November, 1915

DIVISIONS	December Rank	Per Cent O. T. Made and Better	November Rank	Per Cent O. T. Made and Better
Staten Island	1	99.0	1	99.4
Shenandoah	2	98.5	2	98.5
Wellston-Delphos	3	99.4	4	95.7
Wheeling	4	94.2	5	95.6
Cumberland	5	93.9	3	96.4
Newark	6	91.7	12	93.0
Baltimore	7	91.4	10	93.9
Ohio	8	89.3	6	95.1
Philadelphia	9	89.2	6	95.1
Monongah	10	84.9	15	90.7
Toledo	11	84.6	14	91.1
Illinois	12	83.3	9	94.1
Indiana	13	83.2	11	93.1
Ohio River	14	83.1	16	89.8
Chicago	15	81.5	18	85.1
Pittsburgh	16	79.0	17	86.2
Cleveland	17	77.9	13	92.9
Connellsville	18	74.5	19	80.8
New Castle	19	73.3	20	79.8
DISTRICTS				
Staten Island	1	99.0	1	99.4
Main Line	2	90.6	2	94.3
Wheeling	3	88.8	4	93.5
Cincinnati, Hamilton and Dayton	4	86.3	5	92.9
Baltimore and Ohio Southwestern	5	85.9	2	94.3
Pittsburgh	6	77.8	6	84.3
Baltimore and Ohio	.....	86.3	.....	91.0
Baltimore and Ohio and Baltimore and Ohio Southwestern	.....	85.9	.....	91.5
System (Baltimore and Ohio, Baltimore and Ohio Southwestern and Staten Island)	.....	90.8	.....	94.1

Office of General Superintendent of Transportation
Baltimore, Md., January 10, 1916

Demurrage and Storage

Address Delivered Before the Traffic Club of the Cincinnati Chamber of Commerce, January 17, 1916

By G. F. Malone
Superintendent of Car Service

Mr. President, Members of the Traffic Club, Cincinnati Chamber of Commerce and Guests:

The subject assigned me, that of Demurrage and Storage, is not a popular one with some of the shippers or receivers of freight, but I will endeavor briefly to point out to you some of the benefits derived by the shippers and receivers, as well as railroads, by the application and enforcement of the rules relating to these two important subjects:

Demurrage is a term applied originally to the money penalty collected for undue delay in discharging the cargo of ships. It is today applied to charges made by railroads against shippers or receivers of freight, for detention of cars held beyond a specific time known as "free time." Shippers or receivers of freight are concerned in the enforcement of demurrage rules no less than the officers of the railroads because of their far-reaching effects on transportation.

The enforcement of these rules by the railroad has a very important bearing on the supply of empty cars available for distribution to shippers for loading, congestion at terminals and divisional yards, switching, etc. That freight cars were vehicles of transportation and not storage houses, was not generally understood or conceded by shippers twenty-five years ago and by reason of the stress of competition between railroads, demurrage was not assessed, the result being that cars were delayed unreasonably in loading and unloading.

About the year 1890, at the suggestion of the American Railway Association, so-called car service associations or car demurrage bureaus were established at numerous central points throughout the east and middle west. These associations adopted rules, the object of which was to require the shippers or receivers of freight to load and unload their cars within a fixed time or pay for the detention thereafter. The free time allowed was usually forty-eight hours.

Until the approval of the Hepburn amendment to the Interstate Commerce law, June 29, 1906, demurrage rules were not filed with the Interstate Commerce Commission and in the adjustment of claims railroads were permitted to use their discretion in settling them in accordance with the facts surrounding each particular case. For a long time preceding the year 1910 it was felt that uniform demurrage rules were desirable, but not until the subject was taken up by the National Association of Railroad Commissioners, of which the Interstate Commerce Commission was a member, was this desire attained. The Honorable Franklin Lane, now secretary of the interior, was chairman of the committee which promulgated what are generally termed the National Demurrage Rules, which were adopted and made effective about May 1, 1910. These rules, with slight alterations, are now in effect over the major portion of this country.

Storage Rules

For a number of years railroad companies have had in effect storage tariffs covering L. C. L. shipments unloaded and stored in railroad companies' warehouses, but these tariffs varied as to the amount of free time allowed. Since

August 1, 1914, however, there has been in effect at practically all points in trunk line and Central Freight Association territory, a uniform storage rule which provides for a period of forty-eight hours' free time and a uniform charge for storage after the expiration of the free time of one-half cent per one hundred pounds per day with a minimum charge of fifteen cents. Storage rules were necessary because certain consignees would permit their shipments to remain in the warehouses until it suited their convenience to remove them, thus utilizing freight house space to the detriment of the railroad and its patrons.

Team Track Storage Rule

The necessity for such a rule was apparent a long time before its adoption, on account of consignees allowing cars to stand indefinitely on general delivery tracks. It seemed like a good investment from the consignee's standpoint to get storage on team tracks for $1.00 per day; hence he had no incentive for releasing cars sooner. Undoubtedly in many cases he also felt that so long as his car was taking up space it would keep a competitor's car from being put in position. This, of course, was of advantage to the consignee whose car was in position, for it enabled him to expose his goods for sale, while his competitor's car, being on storage tracks, was not in as favorable position.

Reasons for Increase in Demurrage Charges on Refrigerator and Other Fully Insulated Cars

Usually the lading of these cars requires refrigeration. Few consignees are provided with cold storage facilities of their own. The public delivery tracks where such consignees unload cars are generally located in or adjacent to the business districts where track room is limited, and additional delivery tracks cannot be provided except at enormous expense.

Consignees in many cases were willing to pay $1.00 per day storage and hold shipments in car until sale was effected. This was done to the detriment of competing consignees desiring to use the same delivery tracks. In addition, while these refrigerator cars were being used as storehouses, other shippers were in need of this class of equipment in which to move their consignments.

The additional charge for demurrage on this class of equipment has corrected many of the abuses, causing receivers of such freight to provide cold storage space and release cars, and this has reduced the average detention to cars of this class.

Demurrage Average Agreement

There is a movement on foot to abolish the average rule of the demurrage code, putting all cars on straight car basis.

While the average rule is a liberal one, the benefits largely accruing to the consignor and consignee, it is felt that all of the advantage is not on their side, but that certain advantages come to railroad companies from its enforcement.

It is admitted that under the average rule railroads may not collect as much demurrage as would be the case if consignor or consignee were working under the straight car rule, but it is equally true that unless they load or unload enough cars within the first twenty-four hours of the free time to offset the debits charged on cars detained over the free time, demurrage will accrue, and as it is cars rather than revenue from demurrage which the railroads desire and as the average rule is open to the acceptance of all shippers and receivers of freight, small as well as large, there would not seem to be any serious objection to its continuation.

Another advantage to the railroads is in the saving of switching, clerical labor in rendering bills and keeping accounts, which would necessarily be very much greater but for the average rule.

Demurrage Assessments are More than Offset by Loss of Use of Cars

When the earning power of freight cars in service, the interest on capital invested in and the loss by depreciation on such cars, the addition of interest on capital invested in lands and tracks on which the cars are placed for loading and

unloading, and the taxes paid,—when all these are considered, it will be clear that railroads are losing money from demurrage assessed at the rate of $1.00 per car per day on cars which shippers and consignees permit to be held overtime after a period free of charge; this being the case it is not clear why some shippers and receivers, who are on the credit list, do not pay demurrage bills promptly, but frequently offer as an excuse that they have not had time to check up and verify the correctness of these bills.

Having caused the railroad company to lose the use of its car and the valuable terminal space occupied by it, as well as putting it to the cost of additional and unnecessary switching, it would seem that, in all fairness, demurrage bills should be checked up at once and settled with the same degree of promptness as it is customary to settle bills for freight charges.

Are Shippers Keeping Pace with Railroad Companies in Modernizing and Amplifying their Facilities?

Railroads have spent and are spending millions of dollars annually for increased terminal facilities, additional cars, locomotives, etc., in order to handle the increased business of the country. Has the shipper or receiver of freight kept pace with the times by increasing or modernizing his loading and unloading facilities, such as trestles for prompt release of self-clearing cars, sufficient storage space, etc.? Are his facilities the same as they were twenty years ago? If so, should not this receive consideration?

No demurrage charge need be burdensome to shippers or receivers of freight. It requires but a few hours to load or unload a car, but if it is used as a warehouse, as many are, to haul commodities from the car to the customer, or from the producer to the car, that requires additional time and in many cases causes demurrage to accrue.

Some Necessary Factors in the Prevention of Demurrage Charges or Reducing the Amount Thereof to a Minimum

Keep accurate daily records of the arrival and placement of each car, so that you may be in a position to know when the free time expires and when demurrage will begin to accrue. It should be the duty of the person keeping this record to see that cars are released as early in the free time period as possible, and to check his records daily with the railroad company's demurrage clerk with a view to avoiding disputes and differences in records.

Exercise care in ordering inbound shipments so as to have them arrive in such numbers as to enable you to unload without incurring demurrage charges.

If working under the average agreement, see that cars are released before reaching the arbitrary period. After the seventh day has passed, each day's detention means the payment of $1.00 per car per day on each car so delayed, regardless of the amount of credits you may have earned on other cars.

Cooperation with the employes of their local railroad is helpful and beneficial to consignees.

Furnish promptly shipping instructions covering outbound cars, as this has a tendency to reduce consignee's detention, it being understood that time on cars placed empty to load continues until the loading is finished and billing instructions are in the railroad company agent's hands.

Railroads would rather have their cars loaded and unloaded promptly than collect revenue for demurrage.

"Handle Packages As If They Were Your Own"

Does this look familiar to you?

Certainly! You see it or something like it every day.

And doesn't it look foolish?

He may get his fingers from under at the last moment but suppose he slips, the chain slips down one link, the load sways or the crane man gives his controller an extra notch? Result—HAND OFF.

Just Consider What Might Happen



A Man With One Hand is But Half a Man

Watch Where You Place Your Hands—Keep Them Out of Danger

Courtesy American Locomotive Co

Vocational Training for Our Young Mechanics

Mt. Clare Apprentices Organize For Current Year

ON the night of Thursday, January 20, about fifty of our Mt. Clare apprentices got together in the general office of the superintendent at Mt. Clare to organize for the current year. Ralph H. Cline, who was president of the apprentice association last year, was temporary chairman of the meeting, and in an able opening address reviewed the work of the organization during the first year of its existence, pointed out in what respects it had been weak, suggested the manifold and beneficial possibilities which would result if all apprentices got back of the proposition for the current year and read over the constitution as originally adopted.

He then suggested that the meeting proceed with the election of officers and turned over the chairmanship to William Kelly, who is an apprentice instructor at Mt. Clare. Messrs. Cline and Galloway, the latter treasurer of the association last year, were nominated for president and at the unanimous request of those present withdrew from the room while the ballots were being distributed. Before the voting had gotten under way, however, on motion of Herman Holljes, it was decided that it would be well to postpone the election of officers until the apprentices got to know each other better and would, therefore, be better qualified to judge of the merits of their members.

It was then determined to proceed along the lines laid down for the meeting by Mr. Cline and under the chairmanship of Mr. Kelly, J. E. Cromwell, instructor at the apprentice school, was called upon for his message to the apprentices.

"Efficiency" was the theme of his remarks and the German army, the example that he used. And he correctly contended that, irrespective of our opinions as to the righteousness of the Teuton cause, none of us could help but admire their magnificent military, industrial and economic organization in the Great War.

As contrasted with this efficiency Mr. Cromwell pointed out the fact that approximately only fifteen per cent. of those applying for positions as apprentices at Mt. Clare can pass the examinations. This, he said, indicated an appalling lack of preparation on the part of the boys and young men of Baltimore, for the examinations for the four year apprenticeships include standards required of the pupils advanced only as far as the sixth grade in the grammar schools of Baltimore City. In this connection Mr. Cromwell mentioned the fact that he has two children, one nine and one ten years of age, and that both have passed their sixth grade examinations. Certainly this is a condition which should create a good deal of thinking concerning the educational welfare of the young men of Baltimore.

Mr. Cromwell said that he had recently seen in the public prints the report that thousands of men in Buffalo were out of work and he said that he had been forced to the conclusion that these men were in this unfortunate condition because they were not prepared to do any kind of skillful work. And he urged his hearers to determine to finish their apprentice courses so that they would be well qualified in some trade, for, as he said, it is very seldom that one finds a

man who is a good mechanic who can not find a remunerative and satisfactory position.

Mr. Cromwell was followed by J. McDonough, assistant superintendent of shops, who, having been through a university for his technical education, and having been an apprentice and engaged in work in many of the most prominent railroad shops in this country, was listened to with great interest.

He claimed that the apprentice courses and the training offered at Mt. Clare were excelled by those in no other shop in the United States; that the apprentices before him were at the ideal age to prepare themselves for their life work and that they should take full advantage of the opportunities offered for this preparation.

He referred to the fact that although he was duly appreciative of the advantages which he had had in his college work, he nevertheless felt that he had learned more of real value in his course as an apprentice in railroad shops than he had during his academic training. And as Mr. McDonough has not only been an apprentice, but also an apprentice instructor himself, he certainly spoke with authority.

Admitting the fact that on account of the closing of the apprentice school because of the retrenchments forced on the railroad during the early part of 1915, the plan had necessarily been interrupted, he nevertheless stated that the work had progressed to such a degree as to enable the supervisors at Mt. Clare to feel that it had been productive of great good to the apprentices themselves and to the railroad. He said that without exception the boys and young men who had the best records had received the remunerative positions which were available from time to time and that no favoritism had or would be shown in filling the choicer positions. He stated that he could not understand why all of the young men in the shops were not interested in the apprentice school, that its advantages were manifold and that although good deportment was insisted upon, it had been necessary to administer discipline on rare occasions only.

Mr. McDonough emphasized the fact that he had never known abler instructors in apprentice work than Messrs. Cromwell and Kelly and that they were giving their very best to help the boys in their work. He said also that Mr. Finegan, the new superintendent of shops, was a fine



APPRENTICES WORKING IN CLASS ROOM

example of the man who had started at the bottom and by sheer determination and hard work had reached a most desirable position in his department of the railroad. And after mentioning the social and sport features possible in the organization, which he said would be a logical development, and the fact that Mr. Finegan had assured him of his deep interest in the apprentices and his belief in their work, Mr. McDonough urged all of the boys to come to him whenever they were in trouble and promised that he would give them all the help at his command. He further expressed his belief in the final success of their organization.

A brief talk was made by Mr. Kelly, who said that the success of the organization was absolutely up to the individuals composing it and he urged his hearers to get acquainted, to interchange ideas and to determine to make a success of their work.

The editor of the MAGAZINE was then called upon for a few words and responded, viz:

"No matter how able you are individually," he said, "and how good your instructors and how helpful the facilities supplied by the Company, you won't go far without enthusiasm. It is the very electric power of your organization, the current without which your activities and endeavors will become lifeless. But if you will keep your enthusiasm alive, there is nothing that can stop you. The germ of enthusiasm is a catching one. If you as individuals have it to a sufficient extent, you may depend on it that your whole organization will soon become infected."

The speaker then referred to the opportunities facing those apprentices who were determined to make good. He said that several of the speakers at the Deer Park Operating Meeting of June, 1915, had emphasized the fact that there were more attractive positions on our railroad open to employes than there were men capable of filling them; and further that the only way that our own men could fit themselves for such positions was by careful, consistent training and constant study.

"If there is a single typical expression of the spirit of the Baltimore and Ohio today, it seems to me that you have it in the making in this, your organization," he concluded. "The spirit of our railroad is the spirit of youth and progress—of fair dealing and equal opportunity, of good fellowship and mutual helpfulness, of constant study and hard work. And if, as the very nature of your body would suggest, these are the characteristics which will actuate your activities and endeavors, there is every reason to believe that, as the Baltimore and Ohio has taken its place in the very forefront of railroads, and will hold this place, you too, individually and collectively, will reach the first rank in your respective fields of labor."

These little talks over, Mr. Cline again took the meeting in hand and read Article 6, from the constitution of the organization for last year, in which the appreciation of its members was extended to the Mt. Clare officials for their cooperation and support.

In the discussion which followed, numerous suggestions relative to a closer knit organization, regular holding of meetings, social features and the possibility of securing rooms to be devoted exclusively to the use of the apprentices were made. Mr. Cline promised that he would try to get some representative men of the Baltimore and Ohio to address future meetings and it was decided to have the next meeting on the following Thursday night.

A Smoker was held in conjunction with the regular business proceedings at the meeting of the association on the evening of January 27, in the rooms of the West Branch Y. M. C. A. Seventy-five apprentices from Mt. Clare were there, and every one of them brim full of enthusiasm. Music helped enliven the proceedings and the evening proved to be a brilliant success from every point of view. Addresses were made by J. E. Cromwell of the apprentice school, and by Dr. Riley of the Y. M. C. A.

It was decided by the members present to give a dance some time in the near future, for the purpose of raising money for a club house. It is hoped that the employes of the Company will

support the association in this movement by attending the dance.

The following officers were elected for the ensuing year. Ralph Cline, president; Frank Kelly, vice-president; Edward Galloway, treasurer; Elmer Y. Johnson, secretary; J. G. McGee, sergeant at arms.

Certainly this apprentice organization has wonderful possibilities for its members and for the railroad. A determination to study and to work hard will go a long way toward bringing about the success which seems to be well within its grasp.

Teamwork

By A. J. E. Mullan

TO many of us the word "cooperation" has become stale and tiresome. Hearing it so often in connection with our work we are sometimes tempted to disregard its importance, with results that are very harmful.

The football coach walks onto the field and watches the practice of his men. "We have excellent material," he says, "what we want now is teamwork." Perfect teamwork is his highest aim. With it his men can defeat teams of greater weight and brawn who lack this essential.

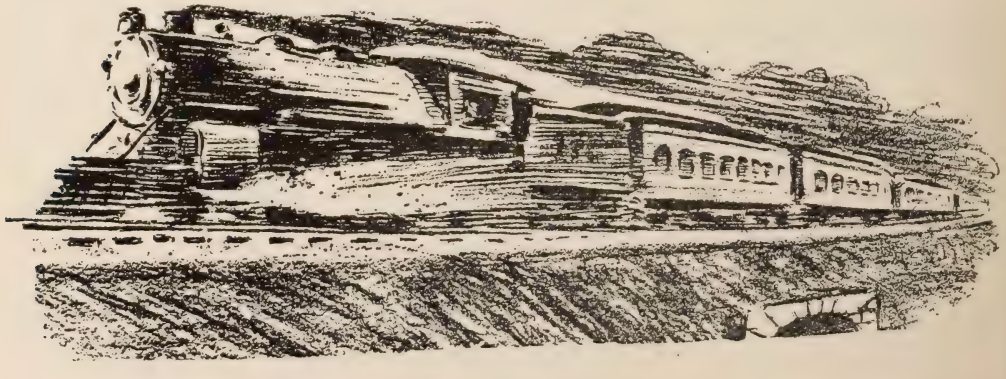
The baseball manager watches his players almost as fondly as a mother cares for her babe. "I have a great team this year," the reporter quotes him as saying, "and when we get working together the teams with heavy hitters will have no terrors for us."

Teamwork, the cry of the coach, the great desire of the manager, is only a synonym for poor old overworked railroad "cooperation."

Should the clerk do his work in the same spirit in which his idol, the halfback, plays football; should the brakeman understand that there is just as much "inside stuff" in his work as there is in that of his favorite at the ball park—and then some; should each one of us comprehend that, even though but a small cog in a great machine, the ultimate success of his "team," the road for which he is working, depends on his best efforts, the result would be, to borrow from our sporting vocabulary, an "unbeatable combination."

As the majority of the employes of the Company, as good Americans, have a lot of sporting blood in their veins, perhaps it would be a good plan to make more frequent use of the word "teamwork" in our conversation.

Instill the aggressive spirit into our work. It makes games more interesting; would it not create a greater interest in our duties? Wouldn't it be a good thing to change our slogan, from cooperation to the more expressive "Teamwork?"



Opportunities and Possibilities in Maintenance of Way and Structures

Address of E. G. Lane, District Engineer Maintenance of Way, Baltimore and Ohio Southwestern, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

The opportunities and possibilities in the maintenance of way and structures depend upon the following of the standard methods authorized by the general officers of the Company. Always follow the prescribed method, which has the merit of being the most economical and the one that follows most closely our ideal of "Safety First." In this way all property will be maintained in a uniform condition. That means added value.

Evidence of proper supervision points to the effective character of an organization. The reason why all of our men do not conform to the best and prescribed practice is that it has not been thoroughly, carefully and continually imparted to them. Often, when the standard practice is known to them, some men are also prone to do things in their own way, the way they learned to do them in former years. Hence, by reason of a greatly increased density of traffic, heavier axle loads, heavier material to handle, and the introduction of new methods, the cost of work might, in some instances, be reduced by more careful supervision. On the other hand, we have unquestionably received better returns for the money expended than in former years.

For the future we are quite optimistic—more so than ever before. Although we have a restricted appropriation as the result of a clouded political horizon, both national and in the separate states, and as a result of the shadows cast by the European war, nevertheless, in recent years we have done more work at the right time, in the right place, than at any previous time in my experience.

While some employes may feel that the restrictions are directed at them personally, and that the other fellow is getting all the money to spend (which, of course, is not the case) this very fact gives the situation a healthy aspect. It shows that our men are interested in their work and in the property, a condition vital to the proper maintenance and improvement of the physical condition of our line.

The intelligent direction of work depends largely upon a knowledge of what there is to do; how to do it, the tools and the proper organization with which to perform the work and the relative costs of different methods.

We feel that opportunities for usefulness and for the application of standard methods are before us in the southwestern district. A step in advance would be to have the stores department carry a maintenance of way stock until it is applied, so that we could check the tendency to ship material to line of road on the slightest provocation, resulting, as it does, in our quarterly clean-up and haul-back to the storehouse—and later reshipment to the line when the material is needed. All this has a tendency to swell the stock of the storekeeper, as well as the stock of the maintenance department that is held on line of road for application, and to defeat the vigorous efforts toward the reduction of material on hand.

The use of the material car—now in vogue to some extent, and a practice that I believe will be extended and brought to a high state of efficiency, together with the extension of the authority of storekeepers by directing them to carry maintenance of way stock until applied, will bring about a much sought improvement. It will provide adequate material for our needs by requiring storekeepers to anticipate normal mainte-

nance requirements (after consultation with the division engineer, if they so desire). At the same time, by restricting issues to thirty days, it will affect an actual reduction of stock value—of the investment carried—by having the proper material at the proper time, and what is of the most vital importance, at the place where it is immediately available.

This plan is feasible and has been brought to a state near perfection by a number of foreign lines. These lines may, of course, be differently located as to supply and source of supply, but the principle is the same.

Another effect, and a happy one, will be that the foreman, supervisor, master carpenter or division engineer who is interested in this, will get his material out on line, sufficient to cover thirty days' needs and no more, except on special work. Instead of having fifty places along the line where material is stored there should be only a few, and those stocked only to cover the thirty day period. That will mean a proper estimate of their requirements, which is entirely possible and logical.

The handling of all scrap rail should be done at the storehouse. This will concentrate the material where it will be available when scrap sale certificates have been received. This method has been developed to a high working condition on other lines. It would be a material saving, as it would concentrate all scrap at a central point, such as Zanesville. The shop superintendent will have the scrap available for sale immediately after sorting. He can also have the redeemable material separated and taken to various machines for repair, for straightening, the adding of parts, etc. It will then be available for reissue at a price in excess of scrap value only by a proper charge by the plant for labor, material and supervision.

At present, for want of facilities, this material is not all reclaimed, and a great deal of scrap rail is handled in an inefficient manner by section forces at outlying plants. There is much delay in doing the work, on account of its being distributed at from three to six or perhaps more points on the same division.

Another important thing and one that would insure uniformity of understanding and avert the necessity of continual transmission of instructions, verbal and written, which are often forgotten or lost, would be the publication of a book of rules for the maintenance of way and structures. The cost would be nominal. A number of roads, especially in the west, have these rule books and although I have talked to a good many men on that subject, I have not heard a single adverse comment. These rules would require careful codification by a committee, and there is no reason why they should not be made complete and effective. It would be available for all foremen, so that "he who runs may read." The man who reads and studies is better prepared to do his work effectively and economically. This will, perhaps, bring into question the usefulness of the "red tape worm," some of which vermiform species we must endure, but it will also have a tendency to shorten that insect as well as another one of large proportions whose name is "letter writing."

In closing let me say that in my opinion the one requirement necessary above all others is embodied in the homely but forceful phrase, "you've got to have the punch."

THE man who is most to be wanted for positions of trust is the one who does not work for mere selfish gain, but for the love of the task. If he does his work for love of it, and not out of consideration alone for the result, he will serve his own interests best, for he will do his work well and thereby make himself indispensable to his employer; and when the time comes to choose a man for a higher position the choice will likely fall upon him who has done his work well. —*William Howard Taft*

A Narrow Escape

By George S. Grandstaff
Moundsville, W. Va.

AT the time of the Civil War the train dispatcher's office was at Magnolia, W. Va. (then called No. 12 Water Station), where the following incident occurred. The first names of the men who were almost responsible for a bad accident were "Jim" and "Frank." Although both have been dead for some years the veterans of the Second Division may remember them, as they remained in the service of the Company for some years after the close of the war.

There were few sidings in those days and Piedmont, Cumberland, Martinsburg and Magnolia were the only telegraph offices on the division. One man looked after the movement of all trains. Of course, there were fewer trains running then than now, and, as a usual thing, four or five train orders sufficed for the business of the day.

At certain times during the war, however, there were large movements of troop trains over the Baltimore and Ohio. One week in particular this traffic had been so heavy that "Jim," who was the agent at Magnolia, was nearly "all in" for want of sleep.

One night toward the end of the week "Frank" dropped off at Magnolia to watch the movement of trains. Jim and he were old friends, so he offered to take care of the station while Jim took a nap.

"Can't do it," objected Jim. "I've made an order with the operator at Martinsburg for a troop train to pass 'Fast Line East' here and I've got to stay up and give the 'Fast Line' the order."

"Go on and take a nap," advised Frank. "I'll wake you in plenty of time to stop the 'Fast Line.'"

Jim finally yielded to temptation and was soon on the cot, snoring lustily.

In those days there were no automatic stop signals—nothing but a square lantern with glasses of four different colors. Jim was roused to consciousness by the sound of the train thundering past the office. Rushing to the door he was horrified to see the tail lights disappearing around the curve. Then he went back and shook Frank, whom he found peacefully asleep on a bench.

"Frank," he yelled, "for heaven's sake wake up, the 'Fast Line' has passed without getting that order and she'll smash into that troop train sure as shooting."

Frank got up looking pretty white. After a long silence he spoke.

"They'll meet in Doe Gully Tunnel, or near there," he said in an awed voice "Jim, you had better get into your boat and row over to the Maryland shore. If some of those soldiers are killed the others will hang you sure as hell. You get over the river and I'll stay here and see what can be done."

The river was only a few yards away and Frank's mention of the probability of a lynching took away Jim's nerve. In a few minutes the bow of his boat grated on the opposite bank.

There he sat in the darkness for minutes that seemed like hours, trembling in every limb and waiting for what he knew must happen. Then, very faintly, came the sound of a locomotive whistle. A moment later it was repeated and the listener recognized the "back up" signal.

Jim waited, wondering, until the train backed into Magnolia. Then he heard a voice calling his name.

"Hello," he answered, his heart in his throat.

"This is Frank. Come on over—everything is all right."

Jim pulled across the river and found Frank waiting for him on the shore.

"Didn't they hit?" he gasped.

"Nope," replied Frank. "The 'Fast Line' knocked out a cylinder head going

up Doe Gully, and the engineer of the troop train saw his headlight when he came out of the cut."

"Well," said Jim, "the good Lord be thanked for that cylinder head and for being good to a couple of damn fools."

No one was suspended or discharged, but in after years, when he told the story, his face would always grow tense with excitement when he lived over again those awful minutes he spent listening for the crash that would tell him that the trains had come together.

It Takes Nerve

"IT TAKES Nerve," announces a booze advertisement underneath a thrilling picture of a birdman. The ad continues:

"Men and women of today need nerves of steel, whether their occupation is piloting an airship, controlling a business, or directing household or social activities. When the nerves begin to show evidences of weakness, prompt action should be taken to restore them to a normal condition."

Considering that "booze" has had to walk the plank in the navy, has been ruled off athletic grounds, banned by factories, proscribed by certain offices and banks, forbidden by many mines and railroads—where a cool head and steady hand are required—it certainly *does* take nerve.—*Collier's.*

Bernard Ashby Promoted

THE many friends of Bernard Ashby will be glad to learn of his promotion from the position of district passenger agent at Philadelphia to that of special representative of the passsenger department, with headquarters at Baltimore. He will have charge of excursion business and other special duties assigned to him by the passenger traffic manager and the general passenger agent.

Mr. Ashby was born in Fauquier County, Va., on December 21, 1855. His early education was received in the private schools at Warrington, Va., and the Bethel Military Academy. He served as deputy in the Culpeper County Court, and at that time began the pursuit of law, but owing to poor health he felt the necessity of getting away from close office detail, and consequently he entered our service as a sleeping car conductor on October 1, 1880, when the railroad inaugurated the sleeper service. Mr. Ashby was promoted to traveling passenger agent at Philadelphia in October, 1891, and was promoted to district passenger agent December 1, 1899. He is a member of the West Chester Country and Golf Clubs, the Philadelphia Chamber of Commerce, the Poor Richard Club and the Alpha Tau Omega Fraternity. He is also a member of the Pennsylvania Society, Sons of the Revolution.

Annual Meeting of The American Association of Railroad Superintendents

THE annual meeting of the American Association of Railroad Superintendents will be held in Memphis, Tenn., August 16, 17 and 18, 1916. This association is composed of general superintendents, superintendents, trainmasters and their assistants.

Two Baltimore and Ohio men hold office in the association. E. W. Scheer, superintendent, Indiana Division, Baltimore and Ohio Southwestern, is a member of the transportation committee, and F. C. Syze, former assistant superintendent at St. George, Staten Island, a member of the committee on membership. Many of our operating officers are members of the association.

H. R. Hanlin Now Superintendent, New York Terminal Properties

H. R. HANLIN, general manager of the Dayton and Union Railroad, and the Dayton Union Railway, at Dayton, Ohio, resigned, effective February 1, to become superintendent of the New York terminal properties of our Company, with headquarters at St. George, Staten Island. Mr. Hanlin will report to W. H. Averell, general manager, who announces in connection with the appointment that the positions of general superintendent and assistant general superintendent will be abolished.

Mr. Hanlin was born in Washington County, Pa., on March 27, 1877. In July, 1893, after his graduation from Curry University, Pittsburgh, he entered our service as a clerk. In June, 1903, he became assistant trainmaster of the Pittsburgh Division and in February, 1908, was promoted to trainmaster of the Connellsville Division.

Mr. Hanlin then left the Baltimore and Ohio to become general superintendent in charge of operation of the Tonopah and Goldfield Railroad, in Nevada, and in 1908 entered the service of the Southern Pacific Company. He re-entered Baltimore and Ohio service in March, 1914, as supervisor of transportation and, on June 1, 1914, became general manager of the Dayton Union Company.

Russell S. Underwood, Manager, Mt. Jewett Route

A CIRCULAR has been issued jointly by the Baltimore and Ohio and the Erie railroads announcing the appointment of Russell S. Underwood, formerly special representative of the traffic department of the Baltimore and Ohio, as manager of the Mt. Jewett route, with offices at 399 Broadway, New York.

The Mt. Jewett route is a through freight line operated by the two companies for handling traffic between the central west and New England.

Special Train for Canners' Convention

THE members of the Canned Goods Exchange of Baltimore left Camden Station on a special train, Sunday morning, February 6, to attend the Ninth Annual Convention of the National Canners' Association, the Canned Goods and Dried Fruit Brokers' Association and the Canning Machinery and Supplies Association, which was held in Louisville, February 7 to 11.

A magnificent train was supplied the Canned Goods Exchange men. The equipment was all steel, consisting of one combined baggage car, four 12-section drawing room sleeping cars, one 10-section, two compartment drawing room sleeping cars and one 10-section observation sleeping car.

E. A. Walton, district passenger agent, was in charge of the party.

The Railroad Clerk

SO MANY articles have been written recently about the army of "competent and incompetent men in blind alley jobs," more commonly known as railroad clerks, and so much has been said deploring the conditions that exist, that it is a bit surprising that none have ventured to state *why* these conditions exist.

A clerk being in a position, drawing pay, has a right to be judged competent until he has been given an unprejudiced trial and has been found wanting. This trial the clerks have not been given. This is evidenced by the attitude of the officers towards their clerks, never giving them an opportunity to prove their worth in any official capacity, and by the failure on the part of the clerks themselves to prove by their actions in their present positions that they are competent to fill positions of greater trust.

The first reason may be explained by pointing to the time worn custom of making officers by promoting from the ranks what have been termed "practical" railroad men. Not so very long ago, before these days of cost sheets and tonnage bureaus, officers were chosen more on account of their aggressiveness than progressiveness; more on account of their ability to handle men and keep things moving than for their ability to keep down the cost of operating expenses and show the why and wherefore in case of increase or decrease. Such men did not have time nor inclination to secure much of an education and, in fact, often prided themselves upon being considered "self-made." They looked upon their clerks as a useless expense and only fit to wait upon them, to write letters, and keep nice records for the benefit of the public and the inquisitive railroad commissions.

The clerks, on the other hand, were drawn from the ranks of those who had had better opportunities of securing an education and who on account of physical weaknesses or timidity did not care to follow the hardships and more dangerous occupations of the road. In a great many instances they looked down upon what they called the "outside man." Thus, when the outside man was promoted over them, there was an antagonistic spirit existing, even though it did not appear on the surface.

As an illustration we will say that Jones starts out as fireman, serves his apprenticeship and in due time becomes an engineer. As an engineer he is careful, observing and aggressive, being possessed of a sound body as a result of his years of hard work and clean living. He has a clear head and quick mind, even though he has not much book learning. He grasps an opportunity to clear the main track quickly sometime when there is a derailment, makes a hit with the division officers, and in time is made trainmaster. He assumes the duties of trainmaster; and dictates his first letter to clerk Brown. Jones not being accustomed to dictating, makes a few grammatical errors and Brown, instead of changing the letter himself, thinks he will be smart and have some fun at the expense of the new T. M.; and calls Jones' attention to his errors before the boss. There immediately arises in Jones' mind a deep prejudice against clerks in general; and when he later becomes superintendent or general superintendent, that prejudice in a measure still remains. Considering the hardships he himself had to put up with to achieve his success, he would never recommend one who has had an "easy time" in an office to succeed himself or to take any such position.

So much for the official end of it. The second reason why clerks continue to be "just clerks" is due largely to their own short sightedness. Instead of specializing in whatever particular branch of the service they may have taken up or wish to advance in, they continue in the routine that has been laid out for them.

Specialize! If you are going to be a rate clerk, find out all that there is to be known about rates and traffic. If you are a stenographer or secretary, be a good one. Strive to make your speed and accuracy better than that of the other fellows, not simply just as good. Learn all you can about the department you are working in, and soon you won't be referred to as "just a stenographer."

If you are a timekeeper or an accountant, strive not to be just a machine; make a statistician out of yourself. Post yourself on the per cents of increases and decreases and costs per mile so that when the boss asks you about this month's figures and how they compare with last month's you can give him a prompt answer, containing the facts in a few words. Don't merely seek to memorize a lot of figures (a parrot can do that); know, yourself, the meaning of them. And if you have a suggestion that may save a few dollars, don't be afraid to make it. If it's a good one the boss may use it in suggesting to those higher up; and if he fails to mention your name in his report of the matter, don't get sore. The boss hasn't forgotten you. Remember, that Thomas A. Edison makes fortunes every day from the minds of men who are never heard of as individual inventors; but they, working under him, are getting rich also.

The question has been asked, "Where can we obtain that knowledge to enable us to better our condition?" Pick up almost any magazine and you will find the answer: the correspondence school, or the night school, or the business college. What stenographer would not be benefited if he took a post-graduate course in touch writing? What station accountant or timekeeper would not be improved by a course in accounting? What rate clerk would not advance himself further along the road to a position as soliciting or commercial agent were he to take a course in traffic?

We clerks must look for betterment of our condition through individual efforts. The salvation of the railroad clerk does not lie, as many seem to think, in "organization." Any clerk who will conscientiously analyze this matter can easily see why. The word "clerk" is too general; there are as many different

kinds of clerks as there are departments to a railroad, and to get all the various departments upon a uniform working basis with hours that would apply to all and a schedule of salaries (emphasis upon the word salaries) that would cover each branch of clerical service would be impracticable. You might as well talk of making one schedule of wages for the operators, brakemen, conductors, engineers, firemen and shopmen and expect them all to agree to it.

Again, organization of all branches of clerks would not be fair to the companies that employ us. We, through the very nature of our positions, handle some of the most confidential affairs of the company, and as we are but human who among us could keep from using this information to our own advantage if we owed allegiance to an outside organization? Loyalty to the company is nothing more than is due. He who is not loyal is as incompetent as he who shirks his work and as untrustworthy as he who steals from the cash drawer.

Cannot both the railroad and the clerk offer a little more than they have done in the past? One of the largest eastern railroads has already made a great stride in this respect. This road now has at its head a broad-minded man who is a gentleman in every sense of the word, whose diplomacy, based on an education along *all* lines, has already won for his road many friends in a territory disposed to be unfriendly. The effects of such a broad-minded policy, so far as the clerks are concerned, are already noticeable. This road has at present on one of its districts two trainmasters, two yardmasters, and one chief despatcher who were promoted from the clerical ranks. It behooves us all to give the best that is in us, endeavoring at all times to improve ourselves so that if by any chance opportunity should knock at out door we should be prepared. If we do our part well, it is not a very far off day before the railroad companies will do theirs.—*V. R. Cooke, in Railway Age Gazette.*

Foremen Important Factors In Safety First Campaign

Marked Decrease in Injuries on Cumberland Division, Due to Their Interest and Watchfulness

By C. W. Gorsuch

SINCE the very beginning of the Safety work on our railroads it has been recognized that every link in the chain of factors on which the success of the Safety work depends must be a strong one or the campaign will fail. Experience has also proved that very often the foreman, by his position one of the most important factors because of his immediate supervision over the men, has been the weak link in the chain. It is a pleasure to note here, therefore, that during the last two months the foremen at the Cumberland shops have taken renewed interest in the Safety work with most gratifying results.

Special credit is due G. F. Earle, machine shop foreman at Cumberland, who has made a record of which he may well be proud, for not a single man under his supervision was injured during the month of November. This great record was made not by accident or by luck, but through a study of the situation, prompt and efficient action taken to remedy unsafe conditions and unusual interest in the welfare of his men.

Prior to October 1, there had been an average of seven or eight hand injuries and four or five eye injuries each month on the emery wheel. After a little study Mr. Earle determined to reverse the movement of the wheel so that it would



ORDERLY INTERIOR OF CUMBERLAND MACHINE SHOP

run from instead of towards the operator, and he had a glass shield applied as an additional protection. Since that time there has not been a single injury on the emery wheel. Foremen, take note! Study the accompanying picture. Shopmen, take note! Isn't this additional work and care well worth while?

For the month of November the Cumberland Division showed a decrease of twenty-five per cent. in personal injuries under the number made during the previous month and thirty-two and four-tenths per cent. under the record for July, the first month of the fiscal year.

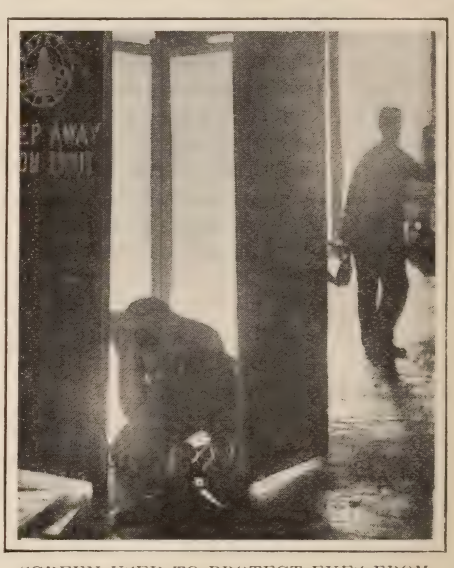
Twenty-five cases of broken glasses in goggles were recorded in an eight-week period, during the last part of 1915, caused by flying rivets and pieces of steel. In all of these cases there was practically not a single injury to the eye. This is a great record. How many, we wonder, of these twenty-five cases would now be suffering either from the after effects of an operation or from the terrible mental depression which comes when one realizes that he has lost, in part or in whole, his eyesight, the most valuable of all our senses.



GOGGLES HAVE BECOME VERY POPULAR AT CUMBERLAND

This fine record was made merely because the foremen took the situation in hand and displayed greater interest than ever before in the welfare of their men, urging that they never do dangerous work with risk to their eyes, without wearing goggles. They have also been waging war on unsafe practices of every description.

A man had worked for our Company for twenty-nine years as a machinist. He was more careful than most of our veteran shopmen, but like other old-timers, it was hard to get him to wear goggles. Less than an hour after he had been urged to do this recently by his foreman, he was struck in the eye by a flying rivet and had his eyesight seriously impaired. No damages can ever pay for the pain, the anguish, the worry and the handicap which are now his, because he thought he knew better than the men who were watching out for his welfare.



SCREEN USED TO PROTECT EYES FROM PIERCING LIGHT OF ELECTRIC WELDER

In another shop there was another veteran, not quite so old in the service, but more than a twenty-year man. He



PERFECTLY PROTECTED EMERY WHEEL AT CUMBERLAND

was urged time and time again to wear goggles and in a very nice, but stubborn way, refused. Finally his foreman, with fine determination and regard for his welfare, insisted that he wear them. A couple of days after he put them on, one glass of the goggles was shattered by a piece of flying steel and the same thing occurred the next day with a new pair. A couple of days afterward his foreman asked him to do some work where there was a small chance, but still a chance, of his eye being hurt. He could not get a pair of goggles at the time and point blank refused to do the work without them. Do you think he will run an eye risk again? Won't you take his experience and adopt his unflinching attitude toward this important question?

Another man, a car repairer at Cumberland, had been wearing his goggles all day. Closing time came and on his way out a fellow-employe asked him to give him a lift with a small piece of work. He complied without taking the trouble to put on a pair of goggles and for his kindness unfortunately got a sliver of steel in his eye. We are glad to state, however, that his eyesight has not been impaired. But this illustrates the necessity of *always* wearing adequate eye protection.

There are many ways of sustaining eye injuries. Twenty-five men of Cumberland, in two months, saved their eyes because they *were careful* and wore goggles. An unfortunately considerable number of men are now wearing glass eyes because they *were not careful*.

It is unusual at the divisional Safety meetings to get a report of unsafe practices from the committeemen, yet these are responsible for ninety-three per cent. of all injuries. The foremen are in the best position to watch and eliminate these unsafe practices. The success of the Safety campaign depends largely upon their cooperation. It is up to them and we are sure that they will support the men in this tremendously important campaign.

This Is What Safety Work—"Being Careful"—Means

"And the end is that the workman shall live to enjoy the fruits of his labor; that his mother shall have the comfort of his arm in her age; that his wife shall not be untimely a widow; that his children shall have a father, and that cripples and helpless wrecks who were once strong men shall not longer be a by-product of industry."

National Safety Council Bulletin

What They Thought of

THE meeting of operating officials held at Deer Park was a great success from all standpoints and was most beneficial to all who attended. The meetings afford an opportunity for exchange of ideas, for becoming better acquainted with our co-workers and for hearing important subjects discussed by the heads of the various departments.

D. L. HOST,
T. M. & C. T. D.,
Newark Division.

THE useful information given us concerning the operating problems on our System made the meeting one that could hardly be surpassed by any meeting of the same character held anywhere. The instructions given us by our general officers, together with the pleasure and amusement afforded by the Glee Club, made us all feel that when we returned to our respective divisions we would be glad to take up another notch in our belts and strive to be more efficient and better men. I cannot help mention also the spirit of appreciation that was so evident for what the employes had accomplished during the fiscal year 1914-15. It is to be regretted that the entire body of employes could not be present. I hope, however, that the addresses will reach them through the columns of our Magazine, which every employe should read.

T. E. MILLER,
Master Mechanic,
Connellsville, Pa.

ANYONE attending this meeting could not help but be impressed with the determined spirit for a successful future for the Baltimore and Ohio. There were several ways in which the meeting especially appealed to me: first, the opportunity afforded of meeting and listening to the higher officials; second, the opportunity of discussing the problems that come up on the home division with officials in similar positions on other divisions. Of couse, the address of Mr. Stimson was particularly interesting to me, and the figures given by him showing the performance of the maintenance of way department indicated that considerable has been done in the way of efficient handling of the work. The scheduling and carrying out of the program on time was an interesting and instructive part of the entire meeting.

H. L. GORDON,
Division Engineer,
New Castle, Pa.

THE last Deer Park meeting showed a closer family feeling among employes than any meeting of railroad employes that I have ever attended. All whom I met had the real spirit of cooperation and friendliness, seemed to enjoy the meeting and were anxious to obtain views from other employes of the work they were doing, which would indicate that they were anxious to give and get help.

E. J. CARROLL,
Division Engineer,
Chillicothe, Ohio.

IN MY opinion it was the best meeting of its kind that I have ever attended. It was handled so that every official who attended felt very much benefited by being there. And the comments of all the officials from the Southwestern lead me to believe that they are of the same opinion.

P. H. REEVES,
Master Mechanic,
Chillicothe, Ohio.

THE meeting was the most instructive that it has been my good fortune to attend. The discourses and papers presented were timely and covered the subjects fully, containing suggestions which, if followed, cannot help but bring about better results in operation. The discussions following aided in more forcibly bringing out the points made by the speakers. A spirit of "get together" was more in evidence than ever before. The entertainment provided by the Glee Club was most enjoyable and the members are deserving of a great deal of credit and thanks.

G. A. SCHMOLL,
Superintendent Motive Power,
Pittsburgh, Pa.

the Deer Park Meeting

THE ultimate result for good of this meeting cannot be measured. The message of the president, Mr. Thompson's address and those of his immediate staff, have had a far reaching effect, having been carried home by the division officials and passed down the line by them to all employes, who are now putting forth their very best efforts.

It is one of the needs of the hour in modern railroading to hold such meetings as frequently as possible. They give the divisional officials an opportunity to become better acquainted; they create enthusiasm and encourage cooperation, and both are dividend payers. At these meetings the ever changing conditions and methods of operation should be discussed. The practice of keeping the working force in the dark about the railroad, its aims, its successes and failures, prevents cooperation. The proceedings of these meetings ultimately reach all employes through the Magazine and the monthly divisional meetings.

L. H. TUTWILER,
District Storekeeper,
Baltimore, Md.

I THINK the Deer Park meeting was a success in every way. It showed that the management appreciates the efforts of all employes to bring about good service. The addresses were valuable because they showed what each department was doing, and how, by the cooperation of all, much could be accomplished. It gave everyone an opportunity to become better acquainted and exchange opinions, and the entertainments given by the Glee Club and the pleasant surroundings at Deer Park were thoroughly enjoyed by all.

A. K. GALLOWAY,
Master Mechanic,
Riverside.

VERY interesting and instructive; the results of such meetings are bound to be reflected in better operations.

CHAS. W. VAN HORN,
Terminal Trainmaster,
Chicago Junction, Ohio.

THE meeting was one of the best ever held. It was interesting and conducive to much good. It was shown how the results desired for the fiscal year then closing were accomplished under adverse conditions, and what was necessary to maintain and further improve this record in the future, while giving satisfactory service to our patrons and keeping the cost of transportation items in hand in order to maintain our credit and financial standing. The meeting was notable for its spirit of harmony. Everybody was thoroughly inspired by the appreciation of last year's work as expressed by our officials, and left for home with a determination to do all possible to continue the good work.

U. B. WILLIAMS,
General Agent,
Wheeling, W. Va.

THE meeting served as a sort of melting pot by means of which the ideas, opinions and information of those in attendance were boiled down to show everybody the necessity for cooperation and good fellowship if the interests of the Baltimore and Ohio are to be advanced.

F. A. MURPHY,
Division Storekeeper,
Wheeling, W. Va.

THE attitude and conduct of this large body of practical railroad men at Deer Park showed that there had been an influence working among them, which will be far reaching in its results. It was the influence of optimism and enthusiasm and it showed in their faces even more eloquently than in the splendid addresses. Could this be made the regular spirit not only of those present but of all employes, the Company's success would be lasting as the nation. The well chosen program and the order and system of its execution proved that punctuality was a watchword that had been learned well. There were many important lessons to be learned. Of them I submit these: geniality and punctuality.

J. E. FAHY,
Trainmaster,
Cleveland, Ohio.

THE "Get Together" spirit manifested at Deer Park seems to have become contagious, and I think everyone is putting forth more energy to boost the Baltimore and Ohio.

R. A. GRAMMES,
Terminal Trainmaster,
Philadelphia, Pa.

Railroads to Aid Nation's Defense

Cars with Heavy Ordnance for Quick Movement to Strategic Points are Planned

(Adapted from Article in the "New York Times")

A PROPOSED system of defense which will bring into the scheme of coastal protection, and ultimately the interior defense as well, all the railroads of the country, and which has the indorsement of some of the ablest officers of the army, has been, at the request of President Wilson, submitted to the War Department and is soon to be placed before the Military Committees of the Senate and House for serious consideration. In a nutshell the proposed system calls for the construction of armored railway cars, mounting giant mortars or guns, which can be switched from any section of the coast to another on short notice, and which on arrival at any strategic point will be automatically locked on previously constructed concrete foundations, ready for instant operation. The construction of the proposed concrete bases, in the opinion of some of the highest officers of the army, is such that an accuracy of fire and rapidity of fire control will be guaranteed.

The idea of an armored car from which could be operated the heaviest of ordnance is not in itself a new one. The problem has been from the first the construction of a car from which such guns or mortars could be fired with accuracy, and which would be of sufficient strength safely to receive the shock that follows the discharge of these great pieces of ordnance. It is believed by some of the highest military authorities in this country that this problem has been successfully met by the invention now before the War Department for consideration.

The inventor of the proposed defense system is Lawrence Luellan of New York City, who, in the working out of his idea, was assisted by many of the higher ranking officers of the army.

The Luellan idea is worthy of serious governmental consideration, in the opinion of many military experts, to whom the proposition has been submitted for advice and criticism.

Generals Lend Their Aid

Each Senator and Congressman will receive a brief description of the invention, in the preparation of which Mr. Luellan stated that he had received the advice and cooperation and criticism of Generals Wood, Macomb, Weaver and Crozier.

"The invention," says the inventor in the treatise compiled for the information of Congress and other government officials by whom the subject of national defense will be decided, "consists of heavy guns permanently mounted on specially constructed railway carriages or cars, which are adapted to be quickly locked on solid concrete foundations for instant use, to secure accuracy and rapidity of fire control.

"A Government is the murderer of its citizens which sends them to the field uninformed and untaught, where they are to meet men of the same age and strength mechanized by education and discipline for battle." —*Light Horse Harry Lee*

"The mobile armament cars are designed to utilize the present coast and inland railways as a partial means of our defense system in order to give flexibility and strategic value to the high-power guns such as are now mounted on fixed foundations.

"In carrying the invention into practice it is proposed to install at fixed and predetermined points along existing railroads or at desirable strategic points



HOW POWERFUL ARTILLERY WOULD BE MOBILIZED BY RAIL TO REPEL AN ATTACK ON OUR COAST

where railroad facilities may be installed, suitable foundations, preferably concrete, of sufficient size and stability, from which the highest powered guns may be fired, and upon a suitable mobile car permanently to mount high-powered guns which may be swiftly transported to point of attack, located on the foundations and brought into action.

"These concrete foundations may be located on main lines, spurs, or sidetracks, either singly or in groups, as desired, behind hills, in railway cuts and other secluded spots along the region it is desired to protect at a very nominal cost, as compared with the cost of placing fortifications at such points.

"The ready-to-use-mobile-armament-cars would in considerable numbers be kept at stations dispersed along our coasts, from which they could be quickly mobilized at any point of attack.

"The strategic value of the proposed mobile armament would greatly increase the difficulties of an enemy, who could be surprised. This from a military point of view has long been recognized and often proves a serious calamity for the enemy.

"Should the enemy locate and obtain the range of one of the mobile cars the car can be quickly unlocked and moved to another location."

Railroads Must Be Protected

In another part of the treatise prepared for the information of Members of Congress, the author of which is an officer formerly connected with the Ord-

nance Department of the regular service, present conditions in this country, as they affect the problem of the transportation of heavy artillery, are discussed.

"We have," says this officer, "long coast lines and borders, also extensive areas, that must be protected. It would be impracticable to fortify most of them by expensive fixed fortifications, even though such fortifications were considered efficient.

"The conditions of our roads and bridges and the general topography of the country make it impracticable rapidly to move very heavy artillery thereon, and we must look to the railroads as a means of transportation of such heavy guns, and provide suitable bases from which to fire them rapidly and accurately. We therefore must protect the railroads, called arteries of commerce, which form a network over our country leading to every city and supply centre in the United States.

"In view of the European war, every Congressman surely recognizes that our land, homes, and industries must be protected. Our defense should be ample, efficient, and strong at home, extending outwardly through the navy to our possessions, commerce, and American countries within our Monroe Doctrine.

"Our large cities, munition and food supplies, as well as mines and manufacturing plants, distributed over this country, must be protected. It is difficult to secure enough enlistments to fill the present small authorized army, to say nothing of what it will be on future increase, since industries are offering additional inducements for almost every type of man.

"The vastness of our areas, coasts, and borders demand that we have an extremely flexible as well as powerful land armament, which can be operated by comparatively few men and cannot be taken out of our country, but may be used in any quarter thereof. Railroads as well as battleships can use 12, 14, and 16 inch guns for defense through a new invention which makes it possible to protect with heavy mortars and guns our areas, inland cities, and entire 5,000 miles of coast line, instead of about 300 miles which is now protected by fixed fortifications." * * * *

Protection For Munition Plants

In the working out of the proposed scheme of defense, it is stated that the concrete foundations into which the cars will be locked, and from which the guns will be fired, shall be located singly or in groups on railroads along the coasts and borders wherever needed, and in areas in which are located the country's munition manufacturing plants, and where, because of their location, war supplies in general must be stored in great quantities.

An army officer has stated, in discussing the proposed railway system of defense, that the present rail facilities along the coasts of Massachusetts, Rhode Island, Connecticut, New York, and New Jersey are so located that ample gun foundations could be placed on spurs or side tracks, so that any transport or warship assisting in a landing expedition would have to come within range of any desired number of the gun-carrying cars. A group of 140 of the concrete bases, constructed in the coast territory named would place any landing expedition within range of at least six of the guns or mortars. The protection equipment, including foundations and guns or mortars, for this territory would call for an expenditure of about $9,000,000. The bases, it is estimated, will cost between $3,000 and $4,000, while the cars and armament will cost about $150,000. Each car would be manned by from twenty-five to thirty men.

The interlocking system by which it is proposed to secure the cars when they are in operation is such that all the shock that follows the discharge of the guns will be received by the concrete foundations, none of it being taken by the trucks of the cars or the road rails. The weight of gun and car will be, according to estimate, about 270,000 pounds, of which 170,000 will be the weight of the ordnance. The weight is so distributed, it is asserted, that there can be no difficulty as to the hauling of the cars over any rail route to any point desired.

The number of cars that would be needed for the protection of the coast from Maine to Delaware has been placed at about 110, while for the whole Atlantic seaboard the number necessary is estimated to be about 300. Congress will be asked to make an appropriation for the installation of this defense, with the proviso that the appropriation shall lapse in the event the first cars constructed fail to meet the tests, which, it will be suggested, shall be directed by officers of the Ordnance, Coast Artillery, General Staff, and other departments of the regular service.

"I cannot recommend to your notice measures for the fulfillment of our duties to the rest of the world, without again pressing upon you the necessity of placing ourselves in a condition of complete defense * * * * There is a rank due to the United States among nations, which will be withheld, if not absolutely lost, by the reputation of weakness. If we desire to avoid insult, we must be able to repel it; if we desire to secure peace, one of the most powerful instruments of our rising prosperity, it must be known, that we are at all times ready for war."

From speech of President Washington to Congress, December 3, 1793.

Third Annual Banquet of Martinsburg Veterans

THE third annual banquet of the Martinsburg Association of Baltimore and Ohio Veteran Employes was held in the Martinsburg Y. M. C. A. on Saturday evening, January 22. There were some two hundred and fifty members and their guests present, and every one of them heartily enjoyed the evening.

Most of the men present have given our road faithful service for periods of from twenty to fifty-five consecutive years. Many of them are still actively engaged in railroading and are as loyal and enthusiastic as they were in their younger days.

A feature of the entertainment especially enjoyed by the members and guests was the singing of the Baltimore and Ohio Glee Club, under the direction of Hobart Smock. Fifty-three members of the club made the trip to Martinsburg.

The veterans and their friends began to gather a little after seven, and at seven-thirty the Glee Club opened the meeting by singing the doxology, after which Dr. F. M. Woods, the pastor of the Martinsburg Presbyterian Church, invoked divine blessings on the gathering.

The banquet was served by the Ladies' Auxiliary of the Y. M. C. A., and the heartiness with which the menu was enjoyed showed how greatly the guests appreciated the ladies' efforts.

After the Glee Club had sung "The Soldiers' Chorus" and "When Stars are in the Quiet Skies," president Z. T. Brantner welcomed the members and guests. After speaking of the pleasure he felt in seeing so many familiar faces at the gathering, he urged that all employes be loyal to our Company.

"The officers of our road are looking to the men to make the road great," he said, "and I have no doubt that we will continue to do our part in keeping the Baltimore and Ohio in the position that it now holds—second to none."

After urging his hearers to be loyal to every duty, and to live so that when they are called to leave this world they will be ready, president Brantner read the names of the five members of the

Martinsburg Association who died during the last year—John S. Harrington, Frank Kearns, William Westrater, David Drenner and J. W. Derry. He then introduced superintendent M. H. Cahill.

Mr. Cahill's address was a heart-to-heart talk and he laid particular emphasis on the fact that he depended on the wives, mothers, sisters and daughters of the second division railroad men to help them do their work and live properly. He asked the women to surround their men with good influences at home and promised that he would do his best to keep them in wholesome surroundings while on the road and that he would try to send them back to their homes as good as they were when they came from them. "The women have a very important part to play in protecting their men folk while off duty," he said. "We will see that they are protected while on duty." Figuratively speaking, Mr. Cahill told the ladies that he would appoint them acting assistant superintendents. He then proudly referred to the second division as being in first place along the whole line, due, in a great measure, he stated, to the efficiency of the men under him, and said that it was in first place that they intended to keep it. Another thing Mr. Cahill sought to impress on his hearers was the importance of every Baltimore and Ohio employe, and the family of every employe, resenting any slighting remarks or jokes about our road. "It is OUR road," he emphasized; "from it all of us gain our living and we needn't hesitate to defend it. No employe of a business house or industry would listen to the disparagement of the firm employing him. No one would allow anybody to speak unkindly of his parents, wife, sister or brother. Then why allow anyone to speak unkindly of our railroad?" And this sentiment was loudly applauded.

George W. Sturmer, special representative of the general manager, spoke of the benefits to be derived from the Veterans' Association, and appealed to the men to live clean lives, preparing themselves for a proper reception when they approach the last Great Terminal. He urged them to be loyal to their God, their country, the management of the railroad and to their homes and friends. "Do unto others as you want to be done by, and so fulfil the law," he concluded.

W. C. Montignani, the secretary of the Cumberland Baltimore and Ohio Y. M. C. A. spoke of his Y. M. C. A.'s campaign for one thousand members. He also proved himself again to be a splendid entertainer, for he sang several songs and told a number of jokes which were heartily received.

Letters of regret from former superintendent J. E. Spurrier and industrial agent W. W. Wood, were read, after which the association proceeded to elect officers for the ensuing term. The new list is as follows: President emeritus, P. J. Shriver; president, Z. T. Brantner; vice president, H. W. Fawver; secretary, W. G. Edwards; treasurer, J. W. Barker; executive committee, W. A. Burkhart, James Burch, C. E. Auld, Joseph Copenhaver, James Aldridge, Charles Martin, J. E. Oliver, J. W. Kastle, J. P. Melody, George Kindle, J. H. Wintermoyer, E. B. Robertson, M. L. Sharon.

The office of president emeritus was especially created for the veteran named to fill it, as a testimonial to his long years of faithful service.

During the evening Mr. Smock sang several songs, much to the gratification of his hearers.

After an inspirational talk by Mr. Fawver, and the rousing "Officers Song" (in which special mention of "Uncle Zack" Brantner was made), by the Glee Club, the meeting was adjourned by the president, who extended the hearty thanks of the association to all who had contributed to the success of the event, and especially to the Ladies' Auxiliary of the Y. M. C. A., and to the Glee Club.

Among those present were superintendent M. H. Cahill, W. E. Montignani, general secretary of the Cumberland Baltimore and Ohio Y. M. C. A.; George W. Sturmer, special representative of general manager Galloway; W. G. Edwards; P. J. Shriver; R. S. Bouic, chairman of the entertainment committee, the clergy, and others, including E. L. McCahan, past president of the Baltimore Veterans' Association.

From Two-Wheeled Cart to All-Steel Flyer

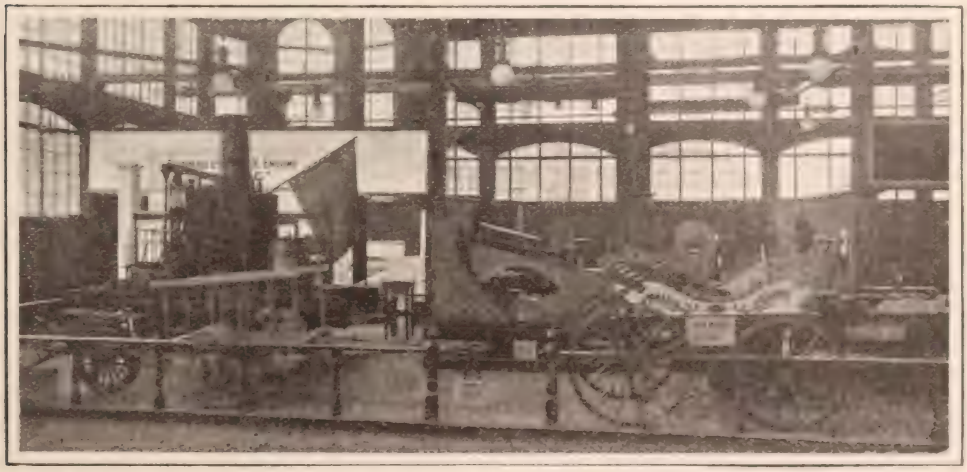
Two Thousand Years of History in Land Transportation

By J. Hampton Baumgartner

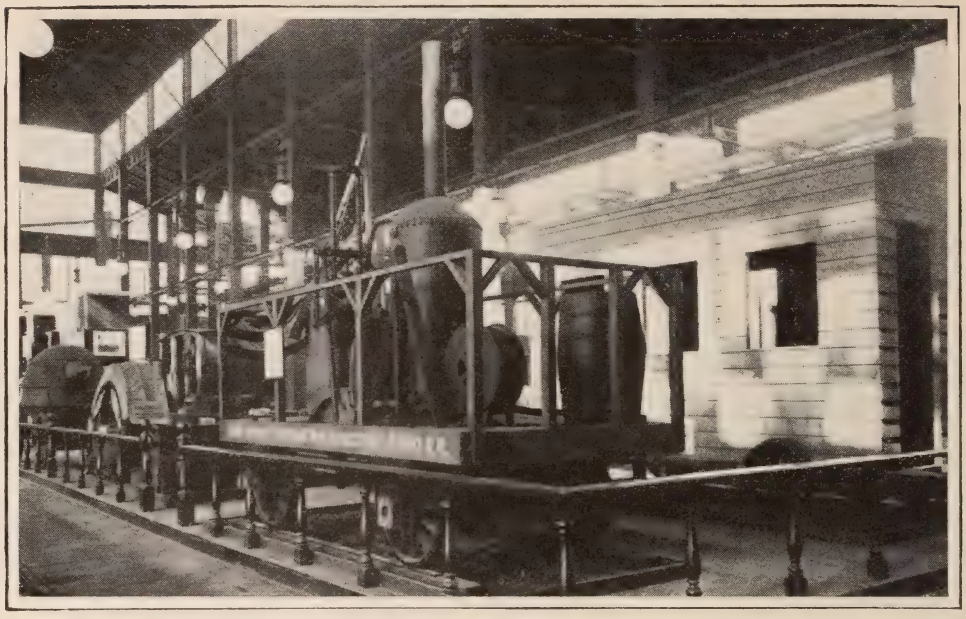
ONE of the most interesting and instructive exhibits at the recent Pittsburgh Exposition was that of the Baltimore and Ohio—America's first railroad—tracing the evolution of the science of land transportation from the days of ancient Egypt to the present time, and displaying the modes of conveyance used in various quarters of the globe during the ages of which we have record.

Starting with the crude vehicles of primitive man, one was carried across the broad expanse of time, through the successive stages of civilization, to see the development which has made it possible to move people and commerce with the rapidity and safety required in this age. While tracing this advancement to the stage that makes possible Greater Pittsburgh as one of the world's leading traffic centers, one is impressed by the evidence that for centuries land transportation remained a dormant science of unexplored possibilities, while medicine, engineering, art, music and the other stepping stones of progress were undergoing an evolution.

Standing side by side in the exhibit, as striking object lessons of transportation as conceived by the ancients and as improved by our ancestors, were the old cart used by Ptolemy II, who ruled Egypt about 225 B. C., and the little locomotive invented for use on our railroad when the line was projected to link the Atlantic seaboard with the Ohio River by means of a steel highway. During the centuries which intervened between the days of the Egyptian ruler and the builder of the first American locomotive the peoples of the earth had applied their own conceptions to transportation upon the basic principle of animal force



OVER TWO THOUSAND YEARS DEVELOPMENT IN LAND TRANSPORTATION ARE HERE SHOWN FROM THE OX CART OF PTOLEMY II TO ONE OF THE FIRST LOCOMOTIVES



PETER COOPER'S "TOM THUMB," WHICH HE HIMSELF RAN OVER OUR RAILS

furnishing the energy of motion. The accuracy of this statement was verified in the exhibit by the carts, sleds and wagons embraced in the display at the Exposition.

The Queen of Sheba journeyed on her historic visit to King Solomon in the identical way that General Washington entered Philadelphia for his second inauguration as President of the United States—both of them travelled on the backs of animals; and so, also, did the pioneer Americans, before the day of the railroad, transport articles of commerce into the western country by wagon and pack train in almost the same manner as were assembled the stones and materials used in the construction of the pyramids.

Still further evidence that this development long remained at a standstill is afforded by the fact that the pony express riders, who carried the mails over the post roads of the west as late as 1850, used the same methods as had Darius, the Persian Emperor, who ruled 400 years before the Christian era.

The old cart of Ptolemy, which formed part of our exhibit, is one of the priceless relics of transportation. Years ago it was unearthed in Egypt amid the ruins of the army quarters of the King, Ptolemy II, where for centuries the baking sands of the desert preserved it to posterity. The old cart, or war chariot (which is what many Egyptologists claim it to be) is sturdily built and in many ways resembles the vehicles used by the early colonists of America. Its wheels are spliced together as though the limb of a tree had been twisted into circular shape, and on the old vehicle are traces of what are believed to be hieroglyphics of the ancients.

Jinrikishas from Japan, an African palanquin, in which Lady Duff-Sheldon, an English explorer, visited the Congo Free State and other interior sections of the dark continent by being carried over the marches in the palanquin suspended from the shoulders of native slaves, and a sled that was once pulled over the slimy soil of Maderia were shown beside a holiday cart of Sicily, used during religious festivals, and a Turkish cart from Constantinople.

Then, tracing the development of transportation which followed Newton's conception of the force of steam, the various

crude mechanical agencies for generating power for locomotion were shown in the order of their invention. Newton's "Idea"—a large boiler mounted on wheels which derived its propulsion force from the blasting of steam against the atmosphere—was exhibited in exact reproduction of the inventor's plans. The next stage of development showed the iron wagons built by Richard Trevithick in South Wales, as early as 1795, for hauling stones, logs and other heavy material on tracks—the forerunner of the railroad freight car of today. The old horsecar "Pioneer," the first passenger vehicle used by the Baltimore and Ohio, which was in the historic race between the locomotive and the horse, was on exhibition. Following this came the first locomotive built in America, the "Tom Thumb," as Peter Cooper, the inventor, called it when he demonstrated its feasibility as a means of hauling trains on the Baltimore and Ohio between Baltimore and Ellicott's Mills, Maryland, in 1830.

One of the most interesting exhibits was the engine "Atlantic," built for our railroad in 1832. This old locomotive hauled the first train into Washington on August 25, 1835, amid the cheering of President Andrew Jackson, members of his cabinet, foreign diplomats and crowds of citizens. A generation later, when President Lincoln called for troops, the same engine hauled the advance guard of soldiers to the national capital. James Van Buren Pilcher, the veteran engineer of the old locomotive, died in Baltimore two years ago and it was through his reminiscences that the facts concerning the engine's history were recorded.

The "Atlantic" had every right in the Pittsburgh Exposition, for it is a Pennsylvania product, having been built at York by Phineas Davis, a watchmaker of that city. The prize of $4000 offered by the Baltimore and Ohio to determine the motive power of greatest efficiency, was won by an earlier locomotive built by Davis and named the "York." In the trial test, the "York" made a maximum speed of thirty miles an hour drawing a tender of coal and water, a speed regarded as suicidal in those days. Statistics showed that the expense of operating the "York" was but $16 a day as compared with $33 a day to secure the same results with animal power. The operation of the "York" proving



"SAFETY" AND SCENIC PICTURES ON THE BALTIMORE AND OHIO, APPROPRIATELY DISPLAYED UNDER PRESIDENT WILLARD'S CHARACTERIZATION OF SAFETY "ABOVE EVERYTHING ELSE"

satisfactory after several alterations had been made in the original design, the contract for the "Atlantic" was made and the engine delivered in June, 1832. The design of the "York" was followed very closely in the construction of the "Atlantic," except that "grasshopper legs" were substituted for ordinary piston rods.

Ross Winans experimented upon the "Atlantic" in perfecting a freight engine for tractive power rather than speed. After the old engine was withdrawn from passenger service it was placed in switching service in Baltimore, where it remained until 1893, when it was exhibited at the World's Fair in Chicago. It was also exhibited at St. Louis in 1904 and has been included in several other expositions and celebrations.

To show the development which has taken place on the Baltimore and Ohio since the days of the "Tom Thumb" and "Atlantic," the exhibit was amplified by a series of large photographs of our modern railroad of four tracks, and steel passenger and freight trains which haul in an hour as large a unit of traffic as it was possible to move in a week in the earlier days. Another section of the exhibit was given over to "Safety First," in which campaign our road has been a prime mover. This feature embraced models of appliances which have been installed at large expense to protect the safety of travelers and of our men. Crowning it was a fac-simile of the written reply of president Daniel Willard when asked where he placed the factor of safety in railroad operation—"Above Everything Else."

After the Exposition closed the "Atlantic," with the "Nova Scotia" (the first passenger coach used in Nova Scotia) attached, was taken from the Baltimore and Ohio roundhouse at Allegany to Panther Hollow, in Schenley Park, Pittsburgh. There the old engine demonstrated to large and interested crowds that it could still operate under its own power. For nearly a week, while the demonstrations were in progress, the "Atlantic" was cared for and coaled in the power house of Carnegie Library. This courtesy was greatly appreciated by the management of our exhibit.

After the exhibitions the "Atlantic," still under its own power, and subject to the usual traffic regulations, proceeded to Glenwood, where it was loaded upon a gondola for the journey to Martinsburg.

The Baltimore and Ohio's collection of transportation vehicles, from which the exhibit shown at Pittsburgh was taken, is the largest of its kind in the world. It includes horse and hand drawn vehicles, and engines and cars from every country, illustrating different periods of the science of transportation. At the close of the Exposition the collection was taken to Martinsburg for safe-keeping.

The exhibit was installed and in charge of E. L. Bangs, formerly inspector of locomotive speed recording on the System. Through his former association with the late Major Pangborn, who was largely instrumental in collecting and preparing these most interesting and instructive landmarks in the history of transportation for the Baltimore and Ohio, Mr. Bangs was well qualified to handle these valuable relics. The results of his conscientious work were highly creditable to the Company.

Opportunity Comes but Once?

Nonsense!

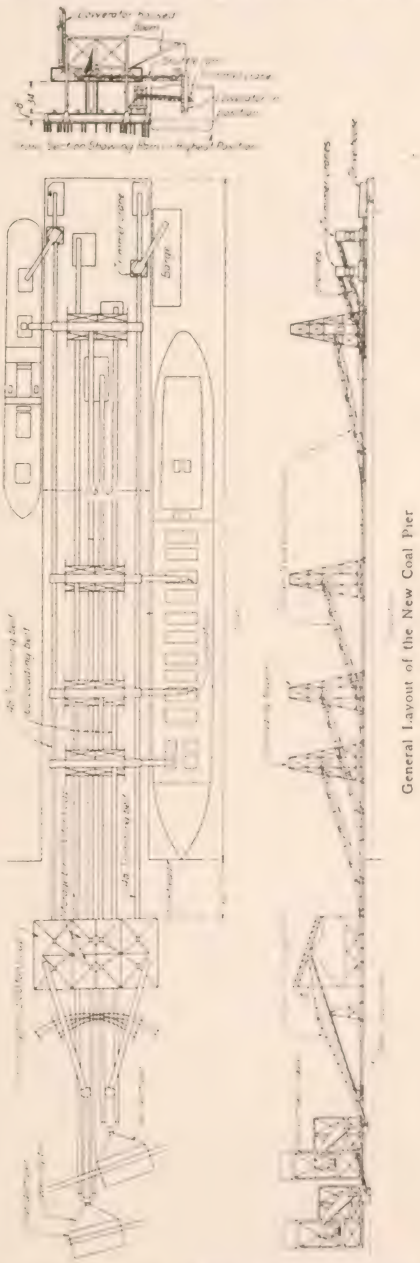
Opportunity is always waiting for you around the corner. She is as ubiquitous as an insurance solicitor. Perhaps it is your fault that you have not met her yet. Are you thinking hard? Are your ears and eyes wide open?

Many Innovations in Construction of Curtis Bay Coal Pier

THE Baltimore and Ohio is to build a new coal pier at the Curtis Bay terminal at Baltimore. Contracts have been let for the conveying machinery, and it is expected that other contracts will be awarded for the pier proper in time to put it into operation during the export season of 1916. The coal storage and classification yard in connection with this terminal will be increased in size to provide capacity for 300 additional loaded and 200 empty cars, making the total capacity of the yard 4,000 cars. The equipment for handling coal will be materially different from any now in use on the Atlantic seaboard.

The new pier, which will be located 400 feet from the present one, will be 700 feet long and 115 feet wide with its top eight feet above mean low water. Two car dumpers having a capacity of forty 100-ton cars per hour each will dump coal from the loaded cars into counterbalanced bins from which it will be fed on to six sixty-inch belt conveyors, which will carry the coal out onto the pier. Four of these conveyors will serve an equal number of loading towers, each belt running up onto a tower over an incline with an arrangement of pulleys that will permit the tower to move back and forth along the pier without interfering with the operation of the belt. Each loading tower will contain an elevator cage having a vertical movement of twenty-seven feet which, in turn, will contain a second cage known as the shuttle ram, having a length transverse to the pier of 118 feet and containing a transverse belt conveyor. This shuttle ram will be capable of motion that will give it a maximum extension beyond the bulkhead line of thirty-five feet on either side. On each side of the tower there will be a boom supporting a lowerator or boot for lowering the coal into a vessel, as it is delivered from the transverse belt in the shuttle ram.

Two of the sixty-inch belts will carry the coal to storage bins located on the pier between the coaling towers and the car dumper. These storage bins will provide for continued operation of the car



General Layout of the New Coal Pier

dumpers at times when it is necessary to stop any of the belt conveyors or loading

towers temporarily. Coal from these storage bins will be dumped back on any of the four sixty-inch belts leading to the loading towers or onto two forty-inch belts leading to two trimming towers, one on each side of the pier. These are to be used for trimming purposes or for supplying bunker coal while the towers are loading cargoes.

This arrangement will provide very flexible operation and is expected to reduce breakage on coal intended for domestic purposes, although the equipment may be speeded up when mine run coal is handled. The entire improvement will cost $1,500,000, and the maximum capacity will be considerably in excess of the present demand.—*Railway Age Gazette.*



Buried Treasure—

It Awaits Your Search in Countless Pages of Romance and Adventure

NO matter how greatly interested we may be in our work, in serious study leading to advancement and in the many practical questions that we should all be thinking about today, there are hours when we feel that we must make our escape from this prosaic, efficient, everyday world and wander, foot-loose and free, into the far countries of adventure and romance.

Most of us can only enter into these enchanted lands through the gateway of books. You light your pipe, pick up a tale by some favorite author, and have scarcely read a page before you are whisked away from the bustle and turmoil of today and find yourself galloping along the highroad with a horseman riding on some desperate errand, or scudding along in the wake of some wild rover of the sea.

Books of adventure are of two kinds. One is the cheap, lurid tale, crudely conceived and carelessly written. The other, just as full of life and action, is the product of the genius of some master writer.

This topic of buried treasure has appealed to many writers, but to none more strongly than to Robert Louis Stevenson, the Master Romancer.

Take that copy of "Treasure Island" from the shelf. How well I remember the first time I read it—a scared kid in an empty house—the print growing dim in the twilight and delightful shivers running along my spine as I listened to the tap-tap of the blind beggar Pew's stick as he came along the moon-lit road toward the old Admiral Benbow tavern. And how the unholy crew who sailed for Treasure Island and Flint's buried gold aboard the good ship "Hispaniola" appealed to my childish imagination—Israel Hands, the coxswain, Morgan, the old pirate and that delightful, one-legged blackguard, Long John Silver. After many readings I can still pick up "Treasure Island" and hear the booming of the surf on the desolate coast and the hoarse voices of the drunken buccaneers singing their only song—

"Fifteen men on the dead man's chest,
Yo-ho-ho, and a bottle of rum!
Drink and the devil had done for the rest.
Yo-ho-ho, and a bottle of rum!"

Even in books it is seldom that we have the pleasure of playing for as high stakes as do the diamond hunters in Rider Haggard's "King Solomon's Mines." In this rattling story Alan Quartermain, an old elephant hunter, Captain Good, a retired officer of the British Navy (who clings to his single eye glass through all the hair raising adventures that befall the trio) and Sir Henry Curtis, set off across the South African desert in search of Solomon's diamond mines and Sir Henry's lost brother. They enter a wonderful country, fight in a great battle between native armies and restore a king to his throne. They even penetrate to the subterranean treasure chamber of the mines and find the diamonds—cases upon cases of them. But their guide, an old witch doctress, is treacherous and they are lucky to escape with their lives—and enough diamonds to make them all rich men. And, of course, on the way home they find Sir Henry's long lost brother.

Unlike "Treasure Island" there is a love story in Clarke Russell's "List! Ye Landsmen." But treasure, not buried this time but found in the hold of a Spanish merchant ship, stranded and deserted in a great cave on an uncharted island of the Pacific, is still the main theme. The adventurers find the treasure, but on the voyage home the captain goes mad and dies, leaving the hero and a beautiful Spanish girl (found shipwrecked upon the island) to cope with a mutinous crew, lead by the tremendous and villanous Dutch boatswain, Jan Bol. They triumph, however, and when the treasure is safe in England the girl—but you had better read it yourself.

—

How to Save Money

No one questions the value of the saving habit, but comparatively few of us have been able to acquire it. Many of us feel a kind of terror when we approach this problem. We have visions of a barren life, stripped of all the little comforts and luxuries that go to make life really worth living.

But in one of the first chapters of "How to Save Money," the author, Nathaniel C. Fowler, Jr., relieves our minds of the apprehension that he is going to propose any such scheme to us. "Both the spendthrift and the miser are plain, simple, and ordinary fools," he says. He then tells us how we can stop the waste of small amounts—dimes, nickels, even cents—that is such a constant drain on our pocketbooks. "Half the waste of the world is below the dollar mark," he says. "Many a man loses many dollars, a cent at a time."

Besides giving practical plans for the saving of small amounts, Mr. Fowler gives a great deal of interesting and valuable information about the investment of the larger amounts into which the nickles and dimes will surely grow. Among other subjects, he considers government, state, municipal and town bonds, stock speculation, margin trading, mortgages, home owning, the different kinds of insurance and annuities.

The book, which is written in plain, understandable language, is thoroughly practical and of real value to any one who wishes to improve his position in the world.

—

Meyer, Hugo R.

Government Regulation of Railway Rates $1.50

Professor Meyer has given us a work of vital contemporary interest based on twelve years' wide experience and study. It presents in detail railway rate regulation in those countries where Professor Meyer has been able to study it personally, and gives the pros and cons which the real student will wish to have placed before him in order that in following Professor Meyer's study of the subject, he may draw his own conclusions in a thoroughly logical and scientific manner. While covering ground familiar chiefly to experts, the book is written in such a way as to be most interesting reading for the average student of transportation problems.—*Published by Macmillan Co., New York.*

Mistaken Efficiency

By S. M. DeHuff,
Wire Chief, Connellsville, Pa.

IN THESE twentieth century days one seldom reads a newspaper or periodical wherein cannot be found an appeal for better things. They range from clean politics to better babies. Yet none has attained the proportions of the nation-wide cry for—efficiency. Throughout the length and breadth of the land it has gone. Heads of great industries began by asking it of their employes; today they demand it; tomorrow there will be small room, indeed, for those who refuse to yield it.

And yet, despite the never-ending campaign which is being waged for it, despite the willingness to yield it that is being manifested everywhere, there is a lot of good, solid, 100 per cent. efficiency going to waste through little "leaks" and "breaks," which, for the want of a better name, might be termed "Mistaken Efficiency."

Recently there were inaugurated several plans to reduce unnecessary telegraphing on the Baltimore and Ohio. The Company's official code books were brought out of drawers and pigeon-holes of desks in many quarters and the dust blown off them. The train mail service was put to the use originally intended for it for the movement of unimportant telegrams. With what result? Efficiency in the telegraph department was achieved. The circuits, freed from the year's-old burden of unimportant business, were opened for the transmission of telegrams requiring prompt handling. A simple little code word of probably three or four letters and appearing, perhaps, senseless in itself, represented as much as an entire sentence of words. What greater efficiency was there to be obtained, one might ask. And yet, as if in answer to this query, telegrams are being filed at offices in which appear common words such as "investigated" abbreviated to such an extent that telegraphers are not only compelled to repeat them, but often find it necessary to say "I think he (the writer) means so and so," in order to avoid the possibility of errors in transmitting and receiving them. In other words, it is the opinion of the writer that the use of such abbreviations more frequently delays, rather than facilitates, the handling of the telegrams in which they appear.

Is this, or is it not, a case of "Mistaken Efficiency?"

And again, there is a very large per cent. of the telegraphers on the Baltimore and Ohio who believe they are rendering the Company a high grade of efficiency by transmitting telegrams and reports filed at their offices, exactly as written, regardless of the fact that they often contain misspelled words and, in many cases, much inferior composition. They do not stop and call the attention of the writer to the apparent inaccuracies, or consider that they are doing the authors of such telegrams or reports more harm than good in allowing the defects to come to the notice of the officials to whom the business is addressed. Neither do they stop to consider that a small amount of judgment, well mixed with a few drops of the "milk of human kindness" toward their fellow-workers, would yield to the Company a higher per cent. of efficiency.

And might this not be called what the writer has termed" Mistaken Efficiency?"

It is said that good judgment is the most valuable business characteristic that a man can have. Why not try to show what we possess along these lines by keen attention to the messages we receive and send, so that we will not fall foul of such snares as we have dubbed "Mistaken Efficiency?"

The Latest Fashions for Old and Young

By Maude Hall

Prepared Especially for the Employes Magazine by "Pictorial Review"

THE fashions of a coming season were never more interesting than they are this year. One is anxious for the approach of spring simply for the joy of wearing spring modes. The arbiters of dress have planned for both old and young and though there is an air of simplicity about all modes—this is essential to smart taste—countless little details are added to give the required air of chic to a coat, suit or costume.

Between the time that winter wraps are doffed and summer frocks donned, one must have coats of light weight for comfort and style. Faille silk is used for some of the best coats and to trim it there come charming stripes in Chinese and Japanese effects, succeeding the Roman stripes, which held sway a season or so back. Pockets are conspicuously featured on spring coats, No. 6613 giving an illustration of their smart effect. The coat is of African brown faille and two shades of brown are shown in the trimming. Checked serge, trimmed with plain cloth, is used for the child's coat, No. 6607.



No. 6607 No. 6613



No. 6575 No. 6614

Nothing could be more delightfully simple than the frock shown in No. 6576. It is fashioned of inexpensive cotton voile trimmed with narrow bands of silk. A deep flounce forms the lower part of the skirt, being attached to a circular yoke which is joined to the waist with two rows of shirring. The model is ideal for summer fabrics also.



No. 6578

White is so fashionable that it is used for frocks for all occasions. The white serge costume trimmed in black is the last word in smartness. The inverted pockets are stitched with black silk to correspond with the band on the lower edge of the skirt and black reappears on the high collar and sleeve cuffs. (Costume No. 6604.)

The newest checks are large, but there is something so exquisite about their coloring that one forgets their size. Grey and a delicate shade of green are combined in costume No. 6578. In linen or lawn the dress is also exceedingly dainty.

Guides To Patterns

The fashions shown on this page are *Pictorial Review* designs. Numbers and sizes are as follows:

Child's Coat No. 6607. Sizes, 8 to 15 years.
Coat No. 6613. Sizes, 34 to 46 inches bust.
Costume No. 6576. Sizes, 34 to 44 inches bust.
Costume No. 6604. Sizes, 34 to 42 inches bust.
Costume No. 6578. Sizes, 34 to 50 inches bust.
Price of each number, 15 cents.

Pictorial Review patterns on sale by Hutzler Brothers, Eisenberg's Underselling Store, N. Lazarus and Marvis & Small, Baltimore, Md.

Beaten Biscuit

By Mrs. H. Deering

1 quart of flour, 1 teaspoonful of salt, ½ cup of lard, 6 teaspoonsful of baking powder, 1 tablespoonful of sugar and ½ cups of butter.

Add enough milk to make soft dough. Roll to half inch in thickness and cut with biscuit cutter. Bake in very hot oven. A hot oven is absolutely necessary for satisfactory results.

Ant Exterminator

To destroy black ants sprinkle a few leaves of green wormwood among the places they infest. Powdered cloves or powdered borax are said to drive away both red and black ants.—*S. A. C.*

No woman who brings up her boy on the policy that "she did not raise her boy to be a soldier" has the right to the defense of another woman's son.

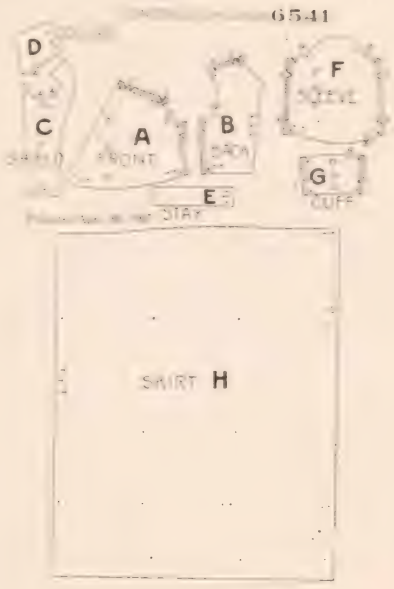
—Mrs. Lindon Bates

Home Dressmaker's Corner

Party Frock of All-Over Embroidery for Young Girls not yet Presented to Society

THIS dress may be made to appear most attractive if developed in all-over embroidery. It is designed for young women who are beginning to appear at formal affairs, but who are yet to be presented to society. For a miss of sixteen years the dress requires $4\frac{3}{4}$ yards 45-inch flouncing.

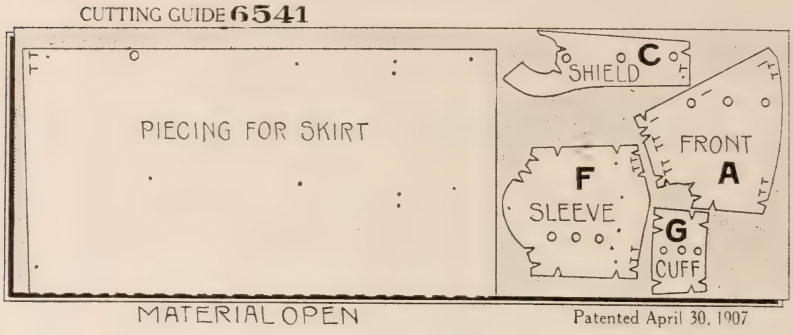




The cutting guide gives a definite idea of the arrangement of the material for both embroidery or plain goods. If the former be used, the skirt is laid along the bordered edge of the embroidery as illustrated. The front of the waist, cuff and collar come next and above these are laid the sleeve, back and vest.

In plain material, 32 inches wide, $7\frac{1}{2}$ yards are needed to make the dress and the skirt, back of the waist and collar are laid on a lengthwise fold of the goods before cutting. The piecing for the skirt is cut from an open width of material and the sleeve, cuff, front of waist and shield placed to the right of it, on a lengthwise thread.

A little care will help one evolve a very dainty frock. Beginning with the waist, turn under the front edge of front of shield at notches, the large "O" perforations indicating the center front.



Close center back seam, face collar and sew to neck edge, notches and center-backs even. Roll collar and vest as desired.

Next, close sleeve seam as notched. If short sleeve is desired, gather on crossline of small "o" perforations, draw gathers to the required size and stitch a band of ribbon or material over gathers. If long sleeve is desired, gather lower edge of sleeve between double "TT" perforations. Close cuff seam as notched and line. Sew to sleeve, notches and seams open. Sew sleeve in armhole, notches and small "o" perforations even, easing in any fulness.

To make the skirt, close center-back seam from large "O" perforation to lower edge, and finish edges above for a placket. Gather upper edge of skirt between double "TT" perforations. Adjust skirt to position stitching upper edge over upper row of gathers in waist, center-fronts and center backs even, small "o" perforation in skirt at under-arm seam; leave skirt free on left side, from center-front to centerback, draw gathers to the required size, stitch tape underneath and finish for closing.

Finish the waist with a soft girdle of satin or velvet.

Misses' Costume No. 6541. Sizes, 14 to 20 years. Price of pattern 15 cents.

Home Department Resumed

THE Home Department is resumed in this issue and will be a regular feature of the Employes Magazine.

By an arrangement with "Pictorial Review" we are able to offer our women readers an up-to-the-minute fashion and pattern service. There will also be articles of interest to lovers of the art of needle work, and other topics of interest to both the business woman and the house wife will be touched upon from time to time.

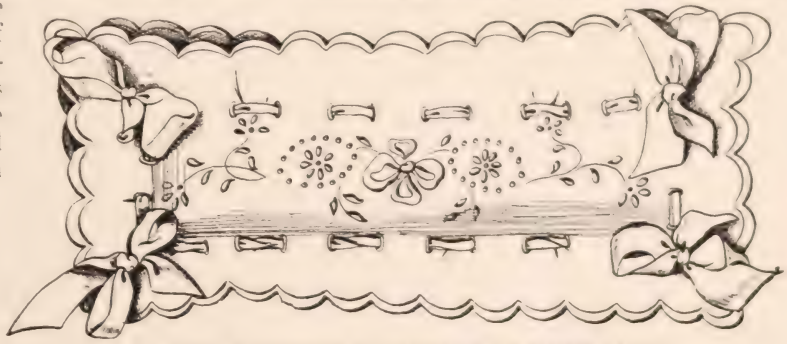
We bespeak the cooperation of the wives, mothers and sisters of the employes of our railroad in making the Home Department both instructive and interesting. Suggestions are solicited and contributions on topics of home interest such as receipts, methods of performing house work, etc., will always be welcome.

Odd Shapes and Sizes for New Pincushions

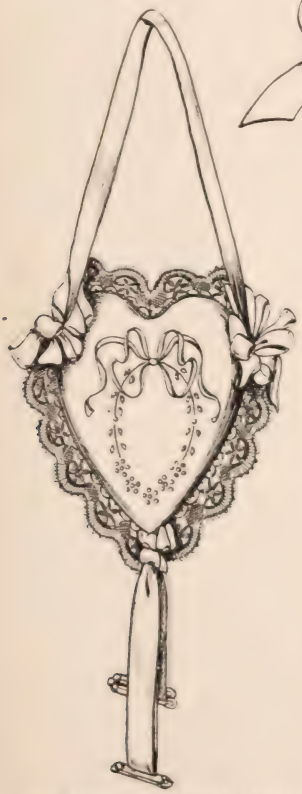
Soft Linen and Crash Materials That Launder Easily Used for the Latest Boudoir Novelties

By Kathryn Mutterer

IT is not a bit too soon to plan for the spring cleaning campaign, for the little things that take sometime to make can be begun now and finished in time for the season of renovation. Pincushions are always of interest to the needleworker and there is novelty in both the shape and size of the designs shown here. The heart-shaped cushion is made of white linen and there is enough in the pattern for a workbag to correspond with the cushion. A bow-knot medallion worked in eyelet with black cotton is the principal figure in the design and with this are combined flowers and stems, the flowers done in eyelet stitch with white and the stems worked with black in eyelet stitch. The cushion is finished with Cluny lace and has light blue ribbons for safety pins and hanging. The design also would be lovely for an initial medallion on a hand towel or a pillow case.



No. 11191. WASHABLE PINCUSHION OF WHITE LINEN



No. 12190. HEARTSHAPED CUSHION

A round piece of linen should be used for the bag, if made to go with the pincushion. The sides are joined with a straight strip 6½ inches wide, the seams corded to keep them in shape. Each end of the joining strip is finished with a two-inch heading and a narrow casing through which elastic is run, the top of the bag being adorned with Cluny lace and the handles being of the linen-covered cord. The round sides of the bag are eight inches in diameter, and the embroidered design appears only on one side.

For the woman who likes to have everything of a washable character about her bureau, the oblong pincushion is very desirable. It is made of dainty white linen, back and front alike and the front, measuring 6½ by 14 inches, is worked with a charming design in satin stitch

and eyelets through which the dainty cover of the pincushion shows. This color is matched in the tone of the ribbons lacing front and back together.

Fat Cures are Fakes

ALL advertised fat cures may be put down as fakes. The only rational way to reduce fat is through rigid dieting and strenuous exercise, and one doesn't need to pay an "obesity specialist" a fancy price to know how to do this. Since women are the chief victims of the advertising "obesity professors," it will interest our readers to know that the Department of Agriculture has tried out these advertised cures on an anti-fat squad and all have been proved to be fakes. In the case of one of the most widely advertised prescriptions for reducing flesh, two of the Government's squad were obliged to stop taking the medicine after two or three weeks because of its injurious effects, while a third subject actually gained two and one-half pounds by the process. Another remedy brought about a reduction of eighteen pounds in six months in the case of an experimenter who scrupulously followed the diet list which accompanied the remedy and faithfully carried out the system of exercise recommended. The reduction was mainly due to the fact that the subject ate no bread, butter, starchy food, pastry, sugar or candy while under observation. After discontinuing the treatment, the subject gained ten pounds the first month, and in two months more was back to the original weight recorded at the beginning of the treatment. But one doesn't need to pay an extravagant price to an advertising "professor" for dietary advice. It would be safer in most cases, indeed, to adopt a rigid diet only upon the advice of a skilled local physician.

Some of the anti-fat preparations contain thyroids, which may prove very hurtful unless given under the advice of a physician personally familiar with the subject's physical condition. The Department of Agriculture has on record an instance where death has followed overdoses of preparations containing the thyroids—*Leslie's.*

Protect Your Throat

It is well to keep the throat covered, but if fashion or fancy prompt the open collar, massage the neck night and morning with cold water. This treatment will relieve you of danger from drafts or sudden changes in temperature. If you do develop an irritation in the throat, gargle frequently with some mild antiseptic such as Dobell's solution and the irritation will usually disappear.

Apples As a Tonic

Apples are especially good for toning the system, enriching the blood and nourishing the skin. An apple a day keeps the doctor away. An orange every morning before breakfast is better than any nostrum on the market for whetting the appetite and regulating the digestion.

Activities of Women

California has a court composed of women.

Hawaii has a curfew law for girls under 16 years of age.

Domestic servants in Japan rank above tradesmen, who are at the bottom of the social ladder.

Guide to "Pictorial Review" Patterns

No. 12190—Design for workbag, stamped on white linen, with enough material for bag, price 50 cents; with white and black cotton for working, 10 cents extra. Design for heart-shaped pincushion, stamped on white linen, with enough linen for the back, and with white and black cotton for working, price 30 cents. Transfer pattern, price 10 cents.

No. 11191—Design stamped on pure white linen, with a piece with scallops and eyelets, for the back, price 45 cents; with cotton for working, 10 cents extra. Transfer pattern of the design for 2 pincushions, price 10 cents.

He drew a Circle that shut me out—
Heretic, rebel, a thing to flout.
But Love and I Had the Wit to Win:
We drew a circle that took him in!

—*Edwin Markham.*

The Saving Road to Independence

For Men and Women of Limited Salary

DEBTS accumulate rapidly. *Savings accumulate just as rapidly.* It's therefore a matter of determination first, whether it shall be savings or debts.

Money will either serve or rule you. The minute you save your first dollar and begin to think of safe investments you are master of the situation. So reflect NOW. Do not regret later.

Many people today are closing the door of opportunity by failing to lay aside some part of their earnings—thus condemning themselves to a life of continuous hard work. *Your* problem is one of persistence, not one of existence. So be up and doing!

Saving is the springtime of prosperity. To be effective, it must be practiced daily. It's the steady, consistent, aggressive saving that makes men and fortunes. Save to the limit of your possibilities!

It is not enough to make money. You must make your money *work* for you. Putting your money to work means investment, and investment cannot begin until you have learned, or until you have an earnest desire to learn, to save.

Economize, but in the right manner. Avoid foolish, extravagant expenditures; save your money and invest it carefully while saving. You will always be in a position to live well and view the future complacently. Isn't it worth while? A man who has always intended to start tomorrow has nothing. He is a slave to pay day.

Every dollar you save and invest brings you just one dollar nearer the goal of prosperity—the time when interest on your investments will provide for your comforts.

Prosperity begins when a man invests his savings or surplus capital intelligently. The man who saves his money will always have an opportunity to invest it. If he invests wisely, he will soon become a man of means and of credit.

Be prepared! Being prepared is half the battle. More men and women learned the value of ready money during the last financial depression than ever before during a similar period. Cheap investments abounded on every side and a man with ready money was master of the situation.

What of tomorrow? Are you prepared for it? For any emergency that may arise? Commence TODAY to fortify yourself against sickness, misfortune or financial difficulty, by saving and investing your money systematically. There is no time to begin like *now*, which, spelled backwards, means success.

Work hard! Plenty of work is your greatest need. It keeps your mind clear, your body strong and your appetite good. And see that your work accomplishes something. Your days are numbered—your earning period is short. Make each day show a satisfactory result. The best results are obtained when you save, invest and realize.

Nothing makes a man feel safer, happier and more courageous for life's battles than a nest egg in the shape of good investments. It destroys fear of a rainy day and enables him to grapple with the big things.

If you have failed so far to lay aside any money, try again today.

To be a capitalist it is not necessary that you have several thousand dollars in the bank. A man with five dollars is a capitalist just so soon as he decides to make that five dollars work for him—to place it so that, with other sums he may add to it regularly and systematically, he will save, invest and realize in the shortest space of time consistent with safety.

Remember that interest in our work means interest on your money. Get the habit of doing things! Go it alone! You *can* succeed.



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
ARTHUR W. GRAHAME, *Associate Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

The Machine and The Man

IN the early days of the Great War, readers of correspondence from the zone of operations were thrilled by an account of the gallant death of a machine gun operator attached to a regiment of Scotch Highlanders.

The incident occurred during the retreat of England's small regular army before the great German drive that ended in the Battle of the Marne. The Highlanders were fighting rear-guard actions every day—holding desperately to each position until their hard-pressed French, Belgian and British comrades were able to make a safe retreat—then falling back to another position, again to perform the same self-sacrificing service.

One autumn morning found the machine-gun man, with a handful of comrades, defending a bridge-head "somewhere in France." They were greatly outnumbered, but the accuracy of the German artillery fire prevented the main body of the regiment from crossing the bridge to their relief.

Man after man went down, until only the machine-gun operator, crouched behind his deadly little gun and bleeding from his wounds, was left. But still he served his gun, holding back the swarming German infantry.

At last the British artillery across the river searched out the positions of the German gunners and forced them to cease firing. Then, with bayonets gleaming and the pipers playing their wild music at the head of the column, the kilted Highlanders charged across the bridge and drove the enemy before them.

Not a man of the detachment was alive. At his post behind his gun they found the machine-gun man, six wounds on his body, while a hundred yards down the road a cluster of gray-clad prostrate figures showed with what deadly accuracy he had directed the stream of death until the last.

Two elements made possible this gallant feat of arms—the deadly machine efficiency of the gun and the loyalty, even unto death, of the great hearted Scot. But without the loyalty of the man the efficiency of the machine would have gone for nothing.

To most of us is denied the high privilege of laying down our lives for our country. But in peace, as well as in war, there must be loyalty—loyalty to country, to ideals and to duty. And nowhere should this ideal of loyalty be more strictly lived up to than in the service of our railroad.

In spite of the increased efficiency of machines, it is upon the man behind the gun, the man at the throttle or the bell-cord, that the great decisions of life still depend.

Night and The Stars

WE ARE too much indoors. Even when night comes we turn up the lamp and sit within its excluding circle to read what other indoor men have written, or we go out, hastily and under cover of the street lights, to get within other walls where folks are gathered to see or hear something of what others have done in films and plays and lectures. Or we sit on a shaded porch with trees about, so that the vast encircling night is only coolness and a breeze. The stars do not get much chance at us. Thus we keep the universe away from our souls. Such living makes for pettiness of the spirit. These scandalizing, gossiping little villages always live under roofs and behind blinds and curtains as if in ambush, that each inhabitant might lie in wait against the reputation of the other. Almost all of those who wrote the Bible lived in flat-

roofed houses and went up on the housetop when day was done so that the wheeling planets and the whole host of the stars were their familiars. It was in that light that they thought of man and his destiny. In this modern confusion of change we need the eternal influences—the moon etching patterns on lake and roadway, the night gleaming of the rivers, the solemn beauty of the Milky Way, the steadfastness of the North Star. Night ought to free us from the littleness of the day's doings and lift the heart to the things that are above and beyond our days.—*Collier's Weekly.*

Take It Home

While you are reading this month's MAGAZINE, the pictures of the very "chic" young ladies on pages 67 to 72, may catch your eye.

The Home Department has been resumed and with it a pattern and dressmaking service. This may not interest *you*, but it *will* interest the women folk. So we are depending upon every male reader of the MAGAZINE to take it home to his mother, wife or sister, and to call her attention to these new and attractive features.



Romance

By Grace M. Peters
in "Collier's"

TELL me a tale of the picaroons,
Or else of a sailor bold,
Sing me a song of Spanish doubloons,
And whisper of hidden gold.

I'm sick to my soul of social vice,
And of votes for women, too;
The cost of buying a pound of rice,
And what will our Congress do.

Away with all that's timely and new,
Forget the turkeytrot dance,
Eugenist, scientist, banish the crew!
And quaff me the cup, Romance!

So let's go sailing over the sea
In search of Adventures far,
Sail on till we come to Arcadie,
Where our childhood's heroes are.

Let's run in Sherwood with Robin's band,
And prowl with Harun the Wise,
Find Friday's footsteps upon the sand
And joust for our ladies' eyes.

Tell me a tale of knights of the road,
Or else of a Chinese junk,
Sing me a song of jewels that glowed,
Whisper of galleons sunk.

We'll go in quest of the fleece of gold,
Or fight for the fame of Rome;
And not till we've drained those days of old
Will we turn reluctant home.



THE OBSERVER



Ingratitude

A YOUNG woman recently boarded one of our passenger trains at a way station and after ostentatiously brushing some dust from a seat, sat down with an expression of disgust on her face. And when the conductor collected the tickets she calmly presented a pass!

A few miles further on the train was stopped for a few minutes to allow a fast freight to pass. A passenger, apparently a prosperous business man, glanced out of the window and casually remarked: "I suppose we are waiting for that freight train to pull by." Whereupon the young woman replied:

"That is the way they do things on this road. The passenger trains always wait for the freight trains." This remark was followed by a volley of unjust criticism of the railroad from other passengers in that part of the car.

Would it not have been better for the young woman to have answered the remark somewhat in this manner: "The train that is passing us is loaded with a high grade of perishable freight, of which the consignees are in urgent need. Our train will be delayed but a moment or two, and the time lost will be made up in the next few miles. But for some unforseen delay the freight would have been into the clear, waiting for our train to pass." The passenger opening the discussion, as well as the others, would have been impressed by this argument and the young woman, an employe, or the member of the family of an employe of the railroad, would have been the means of forestalling rather than augmenting the unfair criticism of the road.

There is some excuse for unfairness on the part of the general public, which, as a rule, is too busy with other matters to interest itself in the problems of railroad operation, but employes of the railroad and members of their families who enjoy the privileges extended them by the company, should stop, look, and think again, before criticising the service of which they are a part.

If they cannot intelligently boost the business from which they derive their livelihood, they should at least refrain from "knocking."

F. B. HUTCHINS, *Train Dispatcher*,
Ohio Division.

Coal Mines on Our Lines

THREE hundred and eighty-three coal mines operated by 230 companies and individuals are located along the lines of the Baltimore and Ohio Railroad east of the Ohio River, according to latest figures compiled by the traffic department of the Company. This coal production is available for the markets of Baltimore, Philadelphia, and other eastern cities, including New England points; and in addition to the consumption in the eastern section of the United States large quantities are exported.

In keeping with the general industrial activity in home trade and as a result of the European war, the coal trade is unusually active; and, with the cessation of mining for export by the countries engaged in the war, authorities believe that with new markets opening for American coal there will be a continuing increase in the volume produced.

Airing a Fact

FOLKS who keep their bedroom windows closed because they don't believe in breathing the night air will do well to recall the wise lady who remarked that, after all, night air is the only sort of air there is at night.—*Collier's.*

The First Dining Car

IT is just about fifty years since the first dining car came into use on a railroad, and this car was introduced by the Chicago and Alton Railroad, which had a line running between Chicago and Saint Louis. Its tables were covered with oil-cloth covers and the car was lighted with candles. It would seem very queer beside the palatial dining cars of to-day. —*East and West.*

With Railroads It's Different

By Francis W. Lane

IF IN European travel you should meet death by a shell, or a German submarine blow up your boat, there is glory in the story which your friends will love to tell, and for you it doesn't matter: you're the goat. When a juggernautomobile knocks you down upon the street —whether you or it's the one that didn't stop—on the whole, it is a trifle, even though the wreck's complete and your remnants are collected by a cop. But with railroads it is different. If, perchance, a flying train strews anatomy of yours along the track, there is only one thing certain, it will not occur again; but your ghost is almost sure to wander back. You stroll along the roadway and flip the moving car, and, to duck the con, you sit upon the step; you don't appear to figure you've no business where you are and, unless you're pinched for trespass, don't get hep. When you travel, merest trifles set aquiver every nerve; if you pinch your little finger in the door, or you lose your equilibrium in scooting round a curve, you will damn that measly road forevermore. You will charge the grossest crime, negligence in operation, even though you had no business to be there; curse the managing officials, fill the air with lamentation, and cavort around and rip and tear your hair. In Europe they are killing men by thousands every day; over here we drown a shipload at a dock; our juggernautomobiles mostly kill what's in their way; but it takes a jolt by rail to give a shock.—*Railway Age Gazette.*



WHEN A FELLER NEEDS A FRIEND

—*Courtesy of New York Tribune.*

Another Chapter of Panama Railroad History

ON Friday, October 8, the Panama Railroad, owned by the United States government, issued a circular fixing at $3.00 a ton the freight rate across the Isthmus, this rate covering all charges. On October 19 the authorities responsible for the circular of October 8 canceled this flat rate and announced a classification of rates, under which the cost of moving a ton of freight from one end of the road to the other would have been $9.00. On Saturday, October 30, the secretary of war, in whose jurisdiction the supervision of the Panama Railroad falls, rescinded the schedule of October 19, and ordered the re-establishment of the rates of October 8. We register in chronological order this succession of incidents in the government management of a public utility enjoying a monopoly in its field for the purpose of congratulating the Hon. Lindley M. Garrison on having promptly rectified the blunder of his subordinates, and to direct attention to a specific instance in which operation of a public utility, not difficult to manage, failed to achieve that high degree of excellence which we are continually being informed it cannot fail to attain.—*New York Sun.*

On Time 98.5 Per Cent.

THE record for punctuality of passenger trains Nos. 6 and 11, the eight-hour trains between St. Louis and Cincinnati on the Baltmore and Ohio Railroad, shows that during the last twelve months they were operated 247,070 miles in 361,280 minutes and made a record of 98.5 per cent. on time. It is believed that these trains, covering a distance of 339 miles between terminals, have established a record, the consistency of which has seldom been approached in through passenger service.

Preventable Accidents

A LABORER was holding a chisel while two other employes were striking it with sledges. One of the sledges flew off the handle and injured one man severely.

The sledge should have been examined before using.

A workman threw a heavy piece of wire from the window of a purifier house, without first looking to see if anyone was in the way. It struck a man working in the yard twenty-five feet below and injured his head.

It is necessary to exercise great care to prevent accidents of this kind. Being careful first would prevent them.

A rigger's helper stood on a pile of short lengths of two-inch pipe while placing a clamp on a derrick guy. The pipes rolled, causing him to fall.

The accident need not have occurred as there were other safe places for him to stand while doing the work.—*Bulletin of United Gas Imp. Co., Philadelphia.*

Pennant—Plus Prompt Perception

A YOUNG college student on his way back to school recently arrived at the Mansfield, O., passenger station a little late. Westbound passenger train No. 3 was pulling out, and thinking that it was the train he should take, he made a run for it. It happened that Earl McKee, also a college student and son of freight agent R. E. McKee of Mansfield, was standing on the platform and noticed a pennant on the young man's suit case reading "Dennison." Feeling sure that the young fellow wanted to go in the opposite direction, and quick to act, he notified the conductor, who stopped the train and let the collegian off to wait for the right train.

This demonstrates that a college pennant is good for something, after all, as well as that one can lend a helping hand to the other fellow in a great many ways.

S. T. Bride, *Baggageman,*
Mansfield, Ohio.

It Was Stuffed

TWO freight handlers had a shocking time in the yards of the Erie Railroad at Jersey City. They were directed to go to a certain car and bring out a "roan horse." When they opened the car door they were alarmed to find a rhinoceros inside, so they hurriedly closed the door and went away for one of the heavy covered vans that heavy animals are transported in. They backed the van to the car door in great dread about handling the wild animal, and then found that the rhinoceros was stuffed.—*Railway and Locomotive Engineer.*

Trespassing

ONE interesting phase of the attention being given to "Safety First" is shown by the activities being taken against track-walking. Many industrial concerns are using stickers or labels which they place on their correspondence. They read: "KEEP OFF THE TRACK—Keep Your Family, Friends, Employes Off the Deadly Railway Tracks."

In view of the fact that we have so much trouble with municipal and state authorities in securing enforcement of the law against trespassing on railroad property and in having adequate measures passed against this practice, it is particularly fortunate that such good publicity is being given to the subject in this manner.

For the sake of humanity and especially of our friends and fellow-workers keep in mind and tell other people that walking on railroad tracks is a deadly peril.

A Word to Ticket Sellers

DOES a railway ticket seller ever think of the value of a friendly attitude toward his clients, the traveling public? Apparently one of them does, for he is reported as saying, in an address to his fellow ticket-sellers: "You need the help and friendship of every one possible. A man may not travel more than once a year, and is absolutely in the dark and cannot always grasp your ideas and terms readily. The best assest you can have is a pleased and satisfied customer. When you shake a man by the hand, put your heart in it so that he can feel the beats are for him, not that you want to 'beat' him."—*Outlook.*

New Cars

THE Baltimore and Ohio has placed new orders for 3,000 steel hopper cars. Two thousand of these will be built by the Cambria Steel Company, of Johnstown, Pa., and the American Car and Foundry Company will build one thousand. Work has already started, the contracts specifying early delivery.

Who Wrote It?

THE freight claim department in Baltimore recently got with its regular mail the following plea from some employe at Clarksburg, W. Va., and asked that it be printed:

REDUCE ASTRAY WAYBILLS
SAFETY FIRST
THINK TWICE BEFORE MARKING
ALWAYS BE SURE YOU ARE CORRECT AND HELP REDUCE THE NUMBER OF OVER AND ASTRAY WAYBILLS

Good for the author of this paragraph! He has his eyes open to his own and the interests of the Company. We would like to know his name—won't he send it to the editor?



SPECIAL MERIT ROLL

Philadelphia Division

On December 22, 1915, Wyatt E. Teubert, patrolman, discovered a defective condition in track near 31st Street, and reported it to yardmaster. Mr. Teubert is commended for this meritorious act.



WYATT E. TEUBERT

Edmund Leigh, general superintendent of police, has written to Thomas J. Green, Jr., a messenger in telegraph department, Baltimore, thanking him for services rendered in connection with the recent station robbery at Van Bibber, which resulted in the arrest of the thief.

Baltimore Division

At Chester, Pa., on January 1, brakeman W. Klingelhoefer, of the Baltimore Division, discovered defective condition on tank car in train of engine 4157, going east. Mr. Klingelhoefer reported the matter and car was removed from train at Woodlyn. He is commended for his action.

Monongah Division

On the morning of January 10, Mr. H. M. White, a resident of Roanoke, W. Va., observed a dangerous condition near his home. He promptly flagged one of our trains and advised the crew, so that necessary action could be taken. Mr. White's action is highly appreciated.

On January 8, yard brakeman C. E. Ware, on engine 1221 in Grafton yard, found a defective condition in eastbound running track, and took prompt action to prevent trouble. His action is commended.

On December 28, 1915, Mr. Burl Beam, a resident of Arcola, observed a dangerous condition. He immediately flagged the first train passing that point, notified the crew and had the condition remedied.

On January 7, W. H. Holtz, a keen-eyed track walker on section No. 11, discovered defective condition in track just east of west switch, north siding, Salem. Trains were detoured through north siding until sectionmen were called and repairs made.

On December 10, 1915, Dan Coyne, operator at Salem, noticed a defective condition on a car in train No. 96. He notified the operator at Wolf Summit. The train was stopped and repairs made. Again on December 30, he noticed defective condition in train No. 96. He dropped the signal and stopped train. Repairs were made. His action safeguarded the lives of several hundred fine cattle which were on the train.

On December 28, 1915, operator B. Marshall, while passing through No. 15 tunnel on his way to work, noticed defective condition in track, which he reported. Mr. Marshall has been written a letter of commendation by superintendent Scott.

On December 31, 1915, section foreman Floyd Robinette noticed defective condition on coal train at Monticello. He started in pursuit on hand car, but found that the hand car would not climb the grade east of the street car crossing. Leaving the hand car, he followed the train on foot, catching up with it just as it was about to leave J tower. His action is commended.



FLOYD ROBINETTE

On January 19, operator J. B. Hammond observed defective condition on train No. 96 passing his station. He signaled to the conductor and the train was stopped, and the condition corrected.

On February 1, Mr. L. C. Goodwin, citizen, discovered defective condition in track at west end of No. 18 tunnel and promptly reported the matter to the agent at Cairo. Superintendent Scott has written Mr. Goodwin, thanking him for his action.

On the afternoon of January 11, a landslide occurred in Crab Tree Cut, east of No. 4 tunnel, between Morganville and Long Run.

Mrs. Lottie Small, who lives nearby, heard the fall and called to some boys, who notified fireman Charles Fox, who lives near Crab Tree. Mr. Fox and a citizen of Crab Tree examined the obstruction and went along tracks to flag trains, Mr. Fox going east and the other man west. Train No. 48 was past Smithburg and was flagged by the man who went west, having passed that point before Mr. Fox reached Long Run to notify the dispatcher. There were no trackmen on duty between Wolf Summit and West Union. Second No. 44 followed No. 48 from Smithburg, coming up behind No. 48 at the obstruction. The crews of the two trains cleared away the obstruction with shovels.

Superintendent Scott has written to Mrs. Small, expressing the Company's appreciation of her prompt action. He has also written commendatory letters to the members of the crews of the two trains and the following men will receive meritorious notations on their records: Charles Fox, fireman; W. T. Weeks, C. F. Deevers, and E. Vernon, brakemen; A. V. Parkhill and I. N. Swiger, engineers, and James Foy, conductor. The superintendent has also written to the citizen who assisted the employes in protecting the trains, thanking him for his services.

Cleveland Division

On January 6, conductor W. E. Butts, while on pick-up local east in Warwick yard, discovered smoke coming from C. B. & Q. car 102637 on No. 7 track. He and brakeman D. Robinson immediately entered the car and put out the fire, which had gained considerable headway. Their prompt action saved this and probably several other cars on tracks Nos. 6 and 7. They are to be commended for their watchfulness and for the action taken.

On January 2, 1916, at 3.35 p. m., caboose of extra west 2774 and 2360 was derailed at Strongsville, Ohio. Although conductor C. G. Schuman and flagman J. E. Dennis were injured, they both assisted in promptly retracking caboose and getting train started, thereby saving possible delay to following trains. They are to be commended for their interest shown and action taken.

Newark Division

On October 26, agent F. C. Soliday of the Zanesville & Western R'y at Glenford, O., while on his way to work, noticed defective condition on car in Baltimore and Ohio train extra south, and promptly reported the condition to train crew, who stopped train and made repairs.



F. C. SOLIDAY

For his prompt action and thoughtfulness in this matter the superintendent wrote him a letter of appreciation. He also took the matter up with superintendent of his own company, and Mr. Soliday's service record has been credited with a meritorious entry.

On the night of January 10, yard brakeman Lawrence Rohl found two cars standing open in Zanesville yard. He called yard brakeman Romeo Thomas and told him to seal these merchandise cars. Thomas went down and placed seals on the cars. While returning he met a man who inquired as to "what town this is." He said that he had come in on the train from Newark and was going to Bellaire. Thomas crossed the yard, stepped between two box cars and put his lantern out. He watched the stranger and saw him break the seals on Baltimore and Ohio car 14980, loaded with oysters. Mr. Thomas then called brakeman Rohl and they shut the car door, making a prisoner of the man. They then notified conductor W. L. Dorsey, who called the city police, who locked the man up.

All these employes will have a meritorious entry placed on their service records.

Pittsburgh Division

On December 21, patrolman Peter O'Malley discovered smoke issuing from mail compartment of B. & L. E. baggage car 40 while it was lying at our Allegheny station after arrival of train No. 164. He immediately sent in alarm for the city fire department and, taking a fire extinguisher from baggage room, entered the car. After emptying the first extinguisher another was handed in by yardmaster Stombaugh. He played this upon the flames and had the fire extinguished before the arrival of the fire department. Mr. O'Malley's services are very highly appreciated as are also those of the employes of the Express Co., who gave their assistance. Had it not been for their prompt action serious loss might have occurred.

On January 17, hammerman Jozsef Duch was saved from serious injuries by the prompt action of foreman J. P. Kane. We desire to commend Mr. Kane heartily for his efficient services.



TWIN BOYS OF E. G. CAMPBELL

The accompanying pictures are those of Emmet G. Campbell and of his twin boys. Mr. Campbell rendered especially meritorious services in Glenwood yard on the night of January 10 in discovering defective condition in track, reporting same to proper authorities and seeing that necessary repairs were made before tracks were allowed to be used. He is training his boys along Safety First lines and they take particular delight in the EMPLOYES MAGAZINE.



E. G. CAMPBELL

New Castle Division

On October 9, conductor T. J. Morrison, while in charge of train No. 52, engines 2590 and 2601, discovered a dangerous condition while looking over his train at West Farmington, and corrected the trouble immediately.

Mr. Morrison has been written a commendatory letter by the superintendent for his close observance of conditions along the line.



T. J. MORRISON

On January 3, crossing watchman Modesto Purificato, while lighting lamps at Warren, discovered a condition which he promptly corrected without delaying traffic. He entered the service in 1886 and has been employed since that time as trackman and watchman. He has been written a commendatory letter by his superintendent.



MODESTO PURIFICATO

On January 20, brakeman M. E. McDougall, while flagging for Massillon Run at Haselton, discovered a condition which he immediately reported to operator and yardmaster, who arranged for correction. Mr. McDougall has been commended for his interest and care in this matter.

C. C. Fusselman, signal repairman at Newton Falls, Ohio, noticed defective condition on extra 4212 east, on January 17. He notified operator, who had train stopped at Niles Junction and had repairs made. Mr. Fusselman has been commended by the division officials for his interest and watchfulness.



C. C. FUSSELMAN

Engineer J. H. McBride and fireman E. G. Wasson are doing good work in the way of returning to the shops such surplus engine supplies as they find discarded along the line of road. It is hoped that the men in train service will continue to give these matters their attention, which is appreciated by the division officers.

Chicago Division

Conductor F. A. Van Hyde is to be commended for discovering defective condition of car in his train extra west engine 4263. His prompt action in having car set off on Woodville Spur track no doubt averted a serious accident.

Operator R. W. Hoskinson observed a defective condition existing in westbound main crossing at Deshler and promptly reported same. He has been commended by the superintendent for his vigilance and prompt action in this case.

Brakeman A. E. Wise has been commended by the superintendent for his vigilance in observing and promptly reporting defective condition of a car in train extra 4201 at Deshler December 13.

Operator F. C. Osborn is to be commended for his watchfulness and prompt action in stopping first No. 97 at Bremen, Ind., December 20, to report a very hot box on car near engine.

On September 19, fireman Glenn Byers observed an obstruction on the eastbound track at Fostoria. He had engineer stop engine, and started back to remove the obstruction, but found that it had been removed by another employe. His action to promote the cause of Safety is commended.



C. H. HOBLITZEL

Operator C. H. Hoblitzel is to be commended for observing, and promptly reporting, hot box on train extra 4283, passing Rosedale.

Section foreman Clyde Bowers, at Wellsboro, observed and promptly reported defective condition of a car passing Wellsboro in train of engine 5124, on December 12. His watchfulness and prompt action is commended.

Section foreman J. A. Jamison has been commended by the superintendent for observing and taking prompt action in connection with defective condition existing on engine 4262, at Cromwell, Ind., December 25, thus averting an accident.



F. M. THORNTON

Operator F. M. Thornton has had a commendatory notation placed on his record for vigilance in observing and promptly reporting defective crossing at St. Joe, Ind.

Ohio Division

M. Iuler, passenger engineer, is commended for good judgment used and subsequent action taken to correct a dangerous condition at Stock Yards, while in charge of passenger train No. 42, December 8, 1915.

Charles E. Hildebrand, brakeman, on extra west, October 3, 1915, successfully fired engine between Greenfield and Highland, and Midland-Chester and Blanchester, when fireman was taken ill. His efforts in this emergency (which saved much delay) are commended.

W. G. Brill, operator at Stewart, Ohio, is commended for close observation and action taken to correct dangerous condition, whereby he possibly averted an accident.

C. C. Parker, agent operator at Luhrig, Ohio, is commended for close observance and action taken to correct a dangerous condition on December 17, 1915, which undoubtedly prevented an accident.

A. J. Garber, brakeman, is commended for noticing and promptly reporting to his conductor a dangerous condition, December 18, 1915. His action probably prevented a serious accident.

Indiana Division

On October 10, 1915, William Grein, fireman, from his residence near Hangman's Crossing, heard an unusual noise when a passenger train passed over crossing. He investigated and found a defective condition. He made immediate report to dispatcher, so that repairs were made promptly. His good judgment and prompt action, causing the elimination of a dangerous condition, are commended.

On November 1, 1915, Wallace Sutton, engineer on engine 2846, train No. 94, observed defective condition on third car from engine. He stopped train, and with the assistance of the train crew made repairs. On account of the smoke beating down, the crew on the rear end of the train were unable to see this condition, and the close observation of engineer Sutton no doubt prevented a serious accident. He is commended.

On December 10, 1915, J. M. Mills, brakeman with extra 2646 east, found Cincinnati, Hamilton & Dayton car 19914 off center at North Vernon about 11.45 p. m. This was a very dark and stormy night, and the discovery of this condition was only caused by unusual vigilance, for which brakeman Mills is commended.

On December 30, 1915, when the Ubiko Milling Co. plant was burned, conductor William Hathorn, through extraordinary efforts, succeeded in getting all cars pulled away from the mill, so that none of them were damaged. His prompt action was commended very highly by the milling people. For special efforts in saving Company's property, he is also commended.

On December 28, 1915, W. Kelso, flagman on train No. 55, was riding the rear car. Just before the train entered Big Tunnel he felt a violent lurch. After the train passed through the tunnel he called conductor's attention to the matter. The conductor sent a man back to investigate, and found defective condition on track. Arrangements were immediately made for sectionmen to make repairs. The close observation and good judgment of brakeman Kelso, which resulted in the elimination of a dangerous condition, are commended.

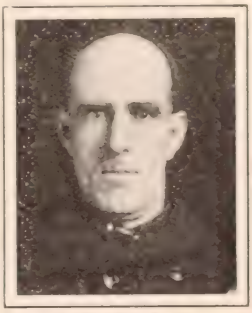


W. KELSO

On December 14, 1915, engineers T. J. Gallagher and A. M. Jordan and fireman A. Cayton rendered efficient service in assisting to extinguish a fire in a building opposite power plant known as the Pullman Employes' plant. The fire started about 7.00 p. m., and although they were all soaking wet, they continued to fight the fire until it was extinguished about 7.30 next morning. This unusual display of loyalty is highly commended.

On January 11, W. E. Allen, pumper at Rivervale, found defective condition in track on curve one mile west of Tunnelton. He at once notified the operator at Rivervale, who notified the dispatcher and then went back and flagged No. 55, which was out of Fort Ritner, the last open telegraph station. Mr. Allen's prompt action in the elimination of a dangerous condition is commended. He has been an employe of the Company since 1890.

The accompanying picture is of Homer Dye, of Mitchell. Mr. Dye is more familiarly known to the boys on the road as "sister," and has the distinction of being one of the Company's most loyal and honest employes. A lady who recently boarded No. 55 at Mitchell left her hand bag in the ladies' waiting room. Mr. Dye found the bag, and at once turned it over to O. B. Conkey, the agent, who located the lady and forwarded the bag to her. There were many valuable papers and quite a sum of money in the bag and Mr. Dye is commended for his honesty in dealing with the traveling public.



HOMER DYE

Illinois Division

On December 22, Mr. George Snyder, of Washington, Ind., started to walk down the track ahead of an engine and fell across the track. That he was not killed or severely injured is due to the rare presence of mind and quick action of crossing watchman J. E. Harlan, who dragged Mr. Snyder along the track until the engine was stopped. Mr. Harlan has been commended in a letter from Mr. White.



J. E. HARLAN

Toledo Division

On December 20, crossing watchman Patrick Kinney discovered defective condition of track on the inter-terminal, near 6th Street crossing, as a C. & O. cut was approaching. Mr. Kinney notified foreman of crew and also called sectionmen to replace the rail.



PATRICK KINNEY

Mr. Kinney has been in the service of this Company for about fifteen years. His prompt action in reporting a dangerous condition is commended.

Wellston Division

On January 3, agent John Klosterman of Montezuma, discovered defective condition in track north of the depot at Public Road Crossing, and immediately notified sectionmen, who made the necessary repairs.

On December 17, conductor Surface and brakemen Roseboom and Jefford on extra east, discovered defective condition in track east of Lebanon Junction. They called out sectionmen, who made repairs. Shortly after repairs were made there was a light engine returning from Jamestown and, no doubt, this discovery saved the Company from an accident.

All these employes are commended.

Experience a Cruel Teacher

By J. W. Villers, Grafton, W. Va.

I was standing by a lathe in a shop recently while a machinist was turning a piece of steel from which cuttings were flying.

"Why don't you get a pair of goggles to protect your eyes?" I asked.

"I don't work at this lathe regularly and there isn't any danger, as this steel cuts longer shavings than brass or cast steel and does not fly as much," he replied with confident air.

I stood there for three or four minutes watching the process, when, quick as a flash, the machinist dodged and shifted the belt lever to stop the lathe, then tried to remove a piece of the cuttings about half an inch long and sharp as a needle point, from his upper eyelid. Finally, with my help, the dangerous little missile was pulled out.

"Well, Bud, that's one on me," he said, "I'll not do it again if it takes me all day to find a pair of goggles."

"That's right," I urged, "you shouldn't take any chances with your eyes, they're the most valuable possession you have."

"I know it," he concluded emphatically, "this has taught me a lesson. From now on it will be 'SAFETY FIRST' for mine, even if I am in danger only a second."

MORAL: Do not take *any* chances; the price of carelessness is too high.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

Elmer Zimmerman has beeen promoted from a clerkship in this office to position of train auditor.

Mr. Zimmerman entered the service September 8, 1904, and has always been a faithful and competent clerk. All regret his leaving the office, but wish him success in his new undertaking.

Gloom was cast over the office when death claimed our friend and fellow-clerk, W. Wallace E. Morris.

Mr. Morris entered the Johns Hopkins Hospital some time ago to receive treatment for a blood trouble. When, several months later, he left the institution he seemed to be convalescing, but he suffered a relapse, which proved fatal.

Born July 30, 1874, he was educated in the schools of Baltimore and has always made this city his home. Entering the service of the Baltimore and Ohio Railroad, June 26, 1891, he proved himself to be a capable and loyal clerk. Even during his illness his constant thought was of a return to his duties.

Because of his many fine qualities, Mr. Morris was highly esteemed by all who knew him. He is survived by a widow and two daughters, Eleanor and Lillian.

Auditor Merchandise Receipts.

Correspondent, HARRY BRANSKY

In harmony with the progressive spirit which prevails among the employes of this office and to promote cooperation among our various bureaus, an entertainment was given on Friday evening, January 21, 1916, at I. O. H. hall, the various features comprising strictly office talent.

We wanted to bring the clerks of the different bureaus together socially, so that they could get better acquainted. Surely a better understanding of our problems can be arrived at if we know each other better.

A canvass of the office disclosed unlimited talent, vocal as well as instrumental, and the affair was such a success as to warrant us in endeavoring to perpetuate it with an annual repetition.

The Black Face Harmony Circle, composed of S. Wolf, H. Porter, H. L. Hiltz, C. W. Gorman, C. W. Feinour, E. Barton, with D. Green and F. J. Kelly as punsters, and H. Leonard as interlocutor, gave the major part of the entertainment. Their songs and jokes were splendid, and many expressions of regret were heard when their act ended. C. W. Gorman sang a parody on "Tipperary," the theme being current events in the office. It was received with great applause, the audience seeming to linger especially on the line, "It's a long way between Five and Twenty." Dave Green and Frank Kelly were great as end men. They were original and funny, and the hall echoed time and again with laughter at their puns and comedy.

J. A. Kolb gave a monologue and dance, which was well received.

J. G. Bennett sang "A Perfect Day," with fine expression, and gave "When Love is Gone" as an encore. He has a voice of good possibilities.

H. M. Roboust recited "The One Legged Goose" so well that he had to favor the audience with two more numbers before he was allowed to sit down.

After Miss B. M. Dugan's piano solo, "Poet and Peasant," had been heartily applauded, she was given a large bouquet of roses as a token of appreciation of her efforts.

C. Ferguson gave several violin selections, and his playing was so good that he was repeatedly called on for encores.

Refreshments were served after the entertainment and during the dancing. The hall was filled to capacity and all present voted the affair a great success.

Invitations were sent to all the officials of the accounting department. Among those present were: G. M. Shriver, second vice-president and wife; J. M. Watkins, auditor of revenue; C. C. Glessner, auditor coal and coke receipts, and daughter; C. H. Poumairat, auditor passenger receipts, and wife; W. J. Dudley, special accountant, comptroller's office, and wife; F. X. Milholland, chief clerk to second vice-president; E. C. Hanson, chief clerk to comptroller, and J. W. Sweitzer, secretary to general auditor, and wife.

The baseball team representing this department held its annual election of officers on January 7, with the following results: President, J. P. O'Malley; vice-presidents, H. S. Maccubbin, W. H. Keidel, N. F. Davis; manager, C. H. Grebe; business manager, J. C. Peregoy; secretary, J. F. Parrott; financial secretary, E. J. Schneider; treasurer, S. Wolf.

The manager would like to hear from all teams along the line of the road regarding games for the coming season, before all the dates are taken, as we expect to put a strong team in the field.

We would also be pleased to hear from our opponents of last season, and send hearty congratulations to our friends in Connellsville and Grafton, and wish them a prosperous season.

New York Terminal

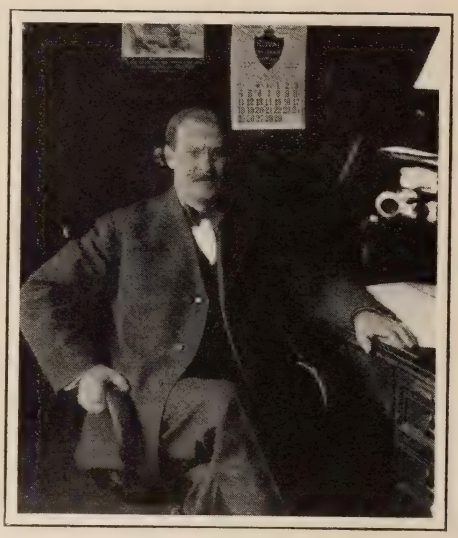
Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

Wm. Cornell	Chairman
W. B. Biggs	Agent, Pier 22, N. R.
E. W. Evans	Agent, St. George, S. I.
J. J. Bayer	Agent, 26th Street, N. R.
J. T. Gorman	Agent, Pier 21, E. R.
A. L. Mickelsen	Agent, Pier 7, N. R.
Albert Oswald	Agent, Pier 22, N. R.
Michael Degnon	Foreman, 26th Street, N. R.
W. D. Ritter	Foreman, Pier 7, N. R.
Edw. Salisbury	Assistant Terminal Agent
John Johns	Master Carpenter
N. Johnson	Clifton Shops
E. G. Clark	Tug Captain
Edw. Sparks	Marine Engineer
Henry Bull	Barge Captain
Neils Gadeberg	Barge Captain

The accompanying picture is of E. C. Salisbury, assistant terminal agent.

Mr. Salisbury entered our service as a clerk at Pier 22, in 1896. In 1909 he was appointed chief clerk, a position which he held until December, 1911, when he was promoted to the agency of Pier 7, North River. In June, 1913, he was appointed assistant terminal agent, in charge of the marine department.



E. C. SALISBURY

Staten Island Rapid Transit Railway Company

Correspondent, R. Groeling, *Chief Clerk* Clifton, S. I.

Divisional Safety Committee

Permanent Members

F. C. Syze	Chairman
B. F. Kelly	Vice-Chairman, Trainmaster
C. M. Davis	Secretary, Clerk Assistant Superintendent
W. B. Redgrave	Engineer Maintenance of Way
J. Bowditch	Assistant Engineer Maintenance of Way
W. A. Deems	Master Mechanic
A. Conley	Road Foreman of Engines
F. Peterson	Supervisor of Station Service
Dr. F. DeRevere	Medical Examiner
J. B. Sharp	Coal Agent
E. W. Evans	Terminal Agent
E. Alley	Supervisor of Track
W. L. Dryden	Signal Supervisor
C. H. Kohler	Superintendent of Ferry
J. A. Larkin	Chief Train Dispatcher

Rotating Members

T. Weir	Carpenter Foreman
T. Keegan	Shop Foreman
E. Balma	Acting Captain of Police
W. Ford	Engineer
A. Heil	Fireman
W. O'Connor	Conductor
W. Fink	Trainman
R. J. Sadler	Signal Repairman
A. Van Clief	Car Inspector
R. J. Cromie	Agent
J. Cavanaugh	Car Repairman

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell	Chairman, Superintendent
W. T. R. Hoddinott	Vice-Chairman, Trainmaster
F. G. Hoskins	Division Engineer
J. Kirkpatrick	Master Mechanic
J. E. Sentman	Road Foreman of Engines
H. K. Hartman	Chief Train Dispatcher
T. B. Franklin	Terminal Agent
D. C. Elphinstone	Captain of Police

F. H. Lamb	Division Claim Agent
Dr. C. W. Pence	Medical Examiner
E. A. Jackson	Road Engineer
Earl Hewitt	Road Fireman
W. L. Vint	Road Conductor
William White	Yard Conductor
P. B. Legates	Tender Repairman
P. J. Drolet	Work Checker
R. C. Acton	Secretary to Superintendent, Secretary



MARSHALL C. PEIRCE

The accompanying picture is that of Marshall C. Peirce, our patrolman at Wilmington, Del. On Christmas a number of newspaper men and other citizens of Wilmington presented him with a solid gold Masonic ring.

Mr. Peirce, who has been in the service a number of years, has an enviable record as an officer, never having missed a day. In the year just passed he made 1099 arrests. It is needless to say that Mr. Peirce is a terror to evildoers about Wilmington.

George Mulligan, track foreman, Wilmington, Del., died January 3, 1916, after an illness of several months. He, too, was a veteran.

Charles Palmer, crossing watchman at Chester, Pa., for many years, died December 31, 1915, after a short illness. He was a veteran.

The following stations on the Philadelphia Division showed increases as noted, December, 1915, over same month previous year:

Philadelphia, Pa. (freight)	$118,845
Woodlyn, Pa.	18,890
Wilmington, Del.	9,875
Yorklyn, Del.	8,463
Darby, Pa.	4,934
Cowenton, Md.	3,929

The Veteran Employes' Association held their annual meeting at Philadelphia on January 20. The following officers were elected for the ensuing year: President, J. C. Richardson; vice-president, R. H. Tideman; treasurer, F. H. Gray; secretary, J. M. Graeve; members of executive committee, Rush Gramm, locomotive engineer; W. N. Brown, solicitor; I. E. Kelly, foreman water stations; S. L. Curry, passenger trainman; J. W. Ault, passenger trainman. The association now has a membership of 402. The annual dinner was held at The Roosevelt, 2027 Chestnut Street, Philadelphia, on January 29, at 8.30 p. m.

N. H. Davis, water station man, Elk Mills, Md., has been very ill in the hospital at Elkton, Md. Mr. Davis is loved by all. He has been chaplain of the Veterans' Association since its organization.

Baltimore Division

Correspondent, J. B. Moriarty, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. Allen	Chairman, Superintendent
J. P. Kavanagh	Vice-Chairman, Assistant Superintendent

Y. M. C. A.

T. E. Stacy	Secretary, Riverside
E. K. Smith	Secretary, Brunswick
G. H. Winslow	Secretary, Washington

Relief Department

Dr. E. H. Mathers	Medical Examiner, Camden
Dr. J. A. Hobb	Medical Examiner, Washington, D. C.
Dr. J. F. Ward	Medical Examiner, Winchester

Claim Department

R. B. Banks	Division Claim Agent, Baltimore

Transportation Department

S. A. Jordan	Assistant Superintendent, Brunswick
C. A. Mewshaw	Trainmaster, Baltimore
E. C. Shipley	Road Foreman, Riverside
J. J. McCabe	Trainmaster, Harrisonburg
W. T. Moore	Agent, Locust Point
D. M. Fisher	Agent, Washington, D. C.
W. E. Shannon	Agent, Brunswick Transfer
A. M. Kinstendorf	Agent, Camden
C. T. Groves	Freight Conductor, Riverside
A. T. Moxley	Freight Engineer, Riverside
C. E. Crummitt	Freight Fireman, Riverside
C. A. Hayman	Yard Conductor, Bay View

Maintenance of Way

H. M. Church	Division Engineer, Baltimore
S. C. Tanner	Master Carpenter, Baltimore
C. A. Thompson	Signal Supervisor, Baltimore
E. E. Peddicord	General Foreman, Locust Point
A. C. Zepp	Supervisor, Baltimore
J. Biden	Foreman, Mt. Clare
S. J. Lichliter	Supervisor, Staunton
W. Day	Foreman, Gaithers
J. S. Schell	Carpenter Foreman, Baltimore

Motive Power Department

A. K. Galloway	Master Mechanic, Riverside
W. Battenhouse	General Foreman, Riverside
E. C. Herget	Labor Foreman, Riverside
C. P. Lehrer	Gang Foreman, Baileys
L. A. Mogart	Clerk, Locust Point
J. J. Good	Roundhouse Foreman, Brunswick
R. F. Peters	Assistant Foreman Car Department, Brunswick
T. O'Leary	Car Foreman, Washington

The friends of J. T. Ward, formerly general yardmaster at Glenwood, Pa., sympathize with him in the sudden death of his son Andrew.

The following passenger trains between Baltimore and Washington had perfect records for the month of December: Nos. 526, 524, 141, 143, 151, 163, 165, 167, 142, 150, 154, 162, 166, 168, 172, 176. Also train No. 23 between Baltimore and Mt. Airy. Trains Nos. 56, 62, 64 and 78, between Gaithersburg and Washington, were also on time every day during the month.

Of the through trains, No. 2 had a perfect record between Weverton and Baltimore. The

trains shown below were on time or made time and better as follows: No. 6, thirty days; No. 4, thirty-one days; No. 8, twenty-nine days; No. 10, twenty-nine days; No. 5, twenty-nine days.

R. P. Canty, station baggageman at Fairmont, W. Va., has been promoted to Camden station, Baltimore, in the same capacity. His friends wish him well in his new work.

On January 14, seventy-four train movements were handled through the Baltimore Line, Howard Street tunnel, exclusive of motors and yard engines. Over a thousand freight cars were handled without a minute's delay to a scheduled train. This is an ordinary day's business on the Belt Line and the prompt and efficient handling of the movement on this very congested piece of track, is due to the first-class terminal organization under assistant superintendent J. P. Kavanagh.

On December 4, a special party of superintendents of the Cincinnati, Hamilton & Dayton Railway and Baltimore and Ohio Southwestern Railroad were entertained by the division officers and taken on a tour of inspection through the Baltimore terminals. Prior to this the party had been over the terminals at St. George, Staten Island.

The object of the trip was to better acquaint these gentlemen with operating conditions at these terminals and to give them an idea of the difficulties we run up against in handling the large export business that passes through Baltimore.

The grain elevators at Locust Point have been worked to their capacity for the last several months, but the business has been ably handled by manager J. C. Brown. With the cooperation of car distributer Fred Rogers the different kinds of grain have been kept moving from Brunswick as fast as vessels arrived to handle it. Shortage of boats has made it necessary to hold grain at Brunswick, and to store it at outlying points on the division.

Locust Point

S. C. Browne has entered Mr. Hoffman's office as stenographer and is "making good."

Mr. Kalb at Bay View has moved into his new office.

H. S. Ely has been transferred to Mr. Tatum's office on some special work.

It is rumored that J. C. Fowler is soon to be married, and, judging by the way "Chief" dreams lately, it must be so.

Riverside

Correspondent, T. E. Stacy, *Secretary*
Y. M. C. A.

R. R. Jenkins, secretary of the Baltimore and Ohio Y. M. C. A. at Chicago Junction, Ohio, was at Riverside on Sunday afternoon, January 16. The object of his special trip was to organize a "Water Wagon" club, similar to the one on the Chicago Division, which has met with such great success. Every one of the twenty-three men present signed a card, thereby pledging themselves to abstain from strong drink and to try to get other men to join the club.

The Cumberland team of the Baltimore and Ohio R. R. bowling league came to Baltimore with colors flying and with strict orders from Mr. Cahill, their superintendent, to either bring home the bacon or not to come home. Of course, our Riverside team was very sorry to be the means of the Cumberland team disobeying the orders of their superintendent, but the fact is that Riverside just fairly walloped them.

Another sad case was the coming of the Keyser team, which arrived with high hopes of trimming the Riverside boys. Alas! our boys sent them home losing two of the three games. Of course, Riverside is not saying anything about the games they lost to Brunswick, for they are so used to being beaten by Brunswick that it hardly seems worth mentioning.

Our sympathy is extended to fireman A. B. McGeachie, whose wife lately passed away, leaving him and two little children to mourn her loss.

The stereopticon and travelogue lectures at Riverside shops at noon, seem to be much enjoyed by the men. It is expected that the Y. M. C. A. will give, in addition to the above, a series of "Safety First" talks, with pictures. This series has been requested by the men.

Brunswick

Correspondent, E. K. Smith, *Secretary*
Y. M. C. A.

Engineer Howard Chew, of Brunswick, made one of the best runs that has been made for some time, in charge of engine 4083, with a train of sixty-eight cars of coal. From the time he was called at Brunswick until he was relieved at Riverside only five hours and thirty-five minutes elapsed.

The second annual meeting of the Brunswick Baltimore and Ohio Employes' Veteran Association was held in the Y. M. C. A. building, on the evening of January 13. The principal business of the meeting was the election of officers, which resulted as follows: President, J. T. Martin; vice-president, J. J. Heskett; secretary, E. L. Harrison; treasurer, T. A. Sigafoose; advisory board, W. O. Sutter, R. T. Ault, K. I. Rinker, F. G. Hoar, and J. Dillow; chairman of the entertainment committee, M. S. Rice. All of these officers but the members of the advisory board were re-elected.

Following the business meeting a social hour was spent during which refreshments were served by the Y. M. C. A. The Brunswick Select Orchestra was present and played a number of entertaining musical numbers. Several addresses were delivered, in most of

which the speakers dwelt upon the experiences, both grave and gay, of veteran railroad men.

The Veterans' Association is an organization of men who have been in the employ of the railroad Company for at least twenty years. The local organization was formed on November 18, 1914, and has now grown to a membership of 210.

Two Safety First meetings were held in the Y. M. C. A. building during January. A large number of men were present and unusual interest was displayed in "Safety First."

The Brunswick Y. M. C. A. duck-pin team is putting up a strong fight for the pennant in the Baltimore and Ohio System Bowling League. Out of six games played so far, Brunswick has lost only one. The league is composed of the following teams: Baltimore Y. M. C. A.; Brunswick Y. M. C. A.; Cumberland Y. M. C. A.; Keyser and Grafton. The Brunswick boys stepped into first place on January 19, by winning two out of three games from Grafton.

Washington, D. C., Freight Station

Correspondent, W. H. WHITING, *Chief Clerk*

The stormy winter season is now upon us, with all its icy blasts, and the air is full of cries of "Embargo" and "Delay on account of storm" and other periodical disturbances which are calculated to try the mettle of railroad men in their endeavors to explain to the shipping public the why and wherefore of such happenings.

In Washington, fortunately, we are thus far not depressed by any embargoes, but are ready to receive freight from any place on the globe. The general good business conditions that prevail all over the country are in evidence here, and the increase that we have been able to show over previous years is very encouraging.

The Washington Traffic Club, an organization composed of transportation men connected with every branch of business in this city, recently held its annual meeting and election of officers. The meeting closed the most successful year in the history of the Club. This success was largely due to the untiring efforts of our freight agent, D. M. Fisher, the president of the organization. By the personal invitation of president Fisher many Baltimore and Ohio officials have attended the meetings and delivered addresses which were of great benefit to the members of the club.

It sometimes falls to the lot of employes in one department to be able to perform some little act that is of benefit to, and increases the business of some other department. When such occasions arise we should not brush them aside as "belonging to the other fellow," but should embrace the opportunity to be of service to the Company that employs us, feeling that it is not only our duty, but that it is a privilege to be allowed to do so. It happened recently that freight agent Fisher was in a local store, and that the conversation turned toward railroading. The proprietor of the store had not given the matter much attention until Mr. Fisher began to show him the benefits to be derived from giving the Baltimore and Ohio a share of his patronage. The result of the conversation was that Mr. Fisher left the store with a large number of "routing orders," which he promptly turned over to the traffic department for placing in the proper channels for action.

Another employe at this station recently heard that a friend of his was contemplating a trip to Columbus, Ohio, and also ascertained that this friend did not intend to use our road. This put the employe on his mettle and, with schedule in hand, he started to convince his friend of the error of his ways. It was not a very hard battle, as the friend very quickly saw the advantage of traveling by the Baltimore and Ohio, especially as it gave him an opportunity to stop over and visit relatives in Zanesville. The only reason given by the friend for not traveling on our road was that he was so much in the habit of patronizing the other line that he "had not thought of the Baltimore and Ohio." That is the whole trouble. There are any number of people, not only in Washington, but in many other places along our lines, who "had not thought of it." It is, therefore, decidedly up to us, who *do* think of it, to see that these good people not only think of it, but talk of it and travel on it. A few words in season will often produce large results.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary* Y. M. C. A.

The Membership Committee held a meeting January 12, which was attended by several members of the Committee of Management. Membership Secretary C. D. Perry made a very satisfactory report, and stated that despite a large number of expirations, the month was closed with 1,017 members enrolled, which is the largest number yet enrolled in the Terminal R. R. Y. M. C. A.

Assistant Secretary Walter F. Underwood's home was blessed on December 15 by a visit from Mr. Stork, who brought a fine baby girl weighing about eight and one-half pounds. Walter reports both mother and daughter in fine condition and declares "there never was a girl like her."

The basket ball league is progressing in good shape. While Chesapeake and Ohio and Pennsylvania are both ahead of the Baltimore and Ohio team, the latter will bear watching in the future. The recent addition of John Smith will strengthen the team greatly, and they will give their opponents a hard tussle.

The installation of heat in the gymnasium was celebrated by a gymnastic exhibition on January 20.

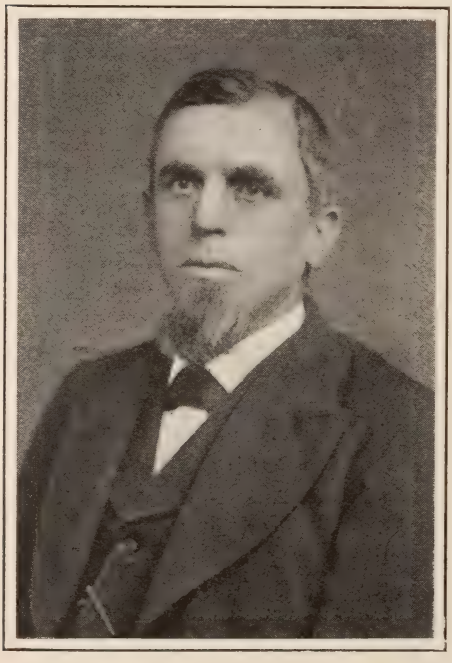
The new series of the popular educational group talks, illustrated with fine colored stereopticon slides, are as follows: "Historic Plymouth," "Boston Landmarks," "Paris," "Berlin," "Yellowstone Park," "Yosemite Valley," "Vienna," "Switzerland," "Niagara Falls," "Adirondack Mountains," "The Causeway," "Killarney," "Yuma," "New Orleans," "Eternal Rome." "Athens." These lectures are proving very interesting and instructive.

Mount Clare Shops

Correspondent, S. E. Forwood, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan.....Chairman, Superintendent of Shops
R. P. Litchfield.....Machinist, No. 1 Machine Shop
J. O. Perin.....Machinist, No. 2 Machine Shop
F. W. Scott.....Machinist, No. 3 Machine Shop
H. C. Yealdhall.....Boilermaker, Boiler Shop
Edw. Fetrow.....Smith, Smith Shop (also Foundry)
S. C. Carter.....Machinist, Erecting Shop
W. D. Lenderking....Pipe Fitter, Pipe Shop (also Tin and Tender)
J. P. Reinardt.....Fire Marshal, Yard, Axle Shop, Flue Plant and Rolling Mill
H. H. Burns.....Car Repairman, Freight Repair Track
J. W. Smith.....Car Builder, Passenger Erecting Shop
Wm. F. Smith.....Mill Machine Hand, Saw Mill
Walter Hart.....Car Builder, Steel Car Repair Track
A. F. Becker.....Painter, Paint Shop



MICHAEL NICHOLSON

The following is from the Baltimore *American* of July 25, 1904:

"To pass fifty years in the employ of one railroad company and during that time to receive no censure or reprimand from a superior officer is an achievement that is made by very few, yet such is the record of Michael Nicholson, age seventy years, 110 S. Calhoun Street. Mr. Nicholson celebrated his fiftieth anniversary with the Baltimore and Ohio Railroad last Thursday night. He is now foreman of the tin and sheet iron departments at the Mt. Clare shops.

"Mr. Nicholson entered the service of the railroad as a coppersmith and tinner. He was first assigned to the Piedmont shops, Piedmont, W. Va., in 1854. During part of the Civil War he was sent to the shops at Parkersburg. In 1865, having returned to Piedmont, he was promoted to the position of foreman and transferred to Mt. Clare, where he has remained ever since. He has been foreman of the tin and sheet iron department for thirty-nine years."

Mr. Nicholson is now on the pension list, and we are glad to have the privilege of publishing the photograph of one who served the Company faithfully for so many years. May he continue to enjoy good health for many years to come.

The Lawson Brothers of the mechanical engineer's office are the champion checker players of Lalapalusa, and we would be glad if some of the Mount Clare checker players would get together and challenge them. We are sure there would be some very interesting games.

Paint Shop

Fred Manuel, passenger car builder, who was injured in July, has returned to the hospital. This is the second time he has been compelled to go to the hospital. Fred, the boys have been pulling for an early recovery, but the Jinks seem to be against you.

Al Stevens, painter, has returned to work after an absence of two months, due to eye trouble. We are glad to see his smiling face again.

E. T. Bloxom, painter, who has been away for over a year on account of sickness, slipped into the office to see us the other day. He looks pretty well and we all hope that he will be back on the job before long.

C. E. Stewart and J. T. Crotty, painters, have been transferred to the engineer of tests department, for inspecting cars. It looks as if the engineer of tests department knows where to go when they want good men.

J. L. Girvin has been transferred to painting box cars. This is piece work, and as Girvin is a bear for that, just watch the paint fly.

Two of the most liked men at Mt. Clare are "Shorty" Woolen and Harry Robinson, both of the finishing shop. These little fellows don't make the highest salaries at Mt. Clare, but are as happy as any of them. They entered Baltimore and Ohio service about the same time, some twenty-nine years ago, and have been connected with the Company's fire company for the last twenty years. They are hard workers, are always on the job and certainly deserve credit for the way they look after the Company's interests.

Car Foreman's Office

Correspondent, L. A. Mogart

Jack Stephens has been confined to his home for a month now; his illness must have had some "grip."

G. N. Hammond has been promoted to P. W. clerk.

A. F. Ide and P. J. Simonton have entered the car foreman's office as work checker clerks.

We would like to know why we never hear from the M. P. Department at Mt. Clare Junction? Do they know there is an Employes Magazine? We were glad to see in the last issue a few personals from Riverside. Are you really awake, Riverside?

Cumberland Division

Correspondents

Thomas R. Rees, *Secretary to Superintendent*
H. H. Summers, *Superintendent's Office*
W. C. Montignani, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. Cahill	Chairman, Superintendent
J. K. Yohe	Assistant Superintendent
T. R. Rees	Secretary
J. W. Deneen	Trainmaster, East End
E. P. Welshonce	Trainmaster, West End
L. J. Wilmoth	Road Foreman, East End
M. A. Carney	Road Foreman, West End
W. Trapnell	Division Engineer
T. R. Stewart	Master Mechanic
J. K. Millholland	Assistant Master Mechanic
E. C. Drawbaugh	Division Operator
Dr. J. A. Doerner	Medical Examiner
Dr. F. H. D. Bisel	Medical Examiner
Dr. L. D. Norris	Medical Examiner
G. R. Bramble	Freight Agent
W. D. Strouse	Joint Agent
C. W. Haymond	General Car Foreman, East End
W. S. Davis	General Car Foreman, West End
F. L. Leyh	Storekeeper
W. M. Hinkey	Storekeeper
W. S. Harig	Claim Agent
J. Z. Terrell	Freight and Ticket Agent
I. S. Sponseller	General Supervisor
J. C. McCarty	Captain of Police
F. A. Taylor	Master Carpenter
W. C. Montignani	Secretary B. & O. Y. M. C. A.

Rotating Members

C. C. Pollock	Engineer
D. R. Suter	Fireman
J. T. Chadwick	Conductor
G. W. Holtzman	Yard Brakeman
P. Duffy	Machinist
J. Zumbro	Car Inspector

The recent campaign for an increased membership conducted by the Baltimore and Ohio Y. M. C. A. of South Cumberland was very successful. The workers succeeded in getting 1,130 new members. This brings the total membership up to nearly 1,400, making the Cumberland association the largest on our road and the sixth largest railroad association in the United States.

The prizes for securing the largest number of new members were awarded at a meeting held on the night of February 3, with master mechanic T. R. Stewart in the chair. Mr. H. O. Williams, international secretary, of New York, delivered a fine address. During the evening superintendent M. H. Cahill was



UNIQUE BULLETIN BLACKBOARD WHICH REGISTERED THE PROGRESS OF THE MEMBERSHIP CAMPAIGN

presented with flowers as a mark of appreciation of his efforts. But the honors of the evening fell to V. J. Lucas (better known as "Jack"), blacksmith foreman in the shops, who covered himself with glory with the wonderful address which he delivered. At its conclusion Mr. Cahill left the platform to grasp the brawny hand of the blacksmith foreman and to congratulate him.

First prize went to S. H. Storer, engineer, who secured 209 members; second prize to W. E. Cheshire, engineer, who secured 173; third prize to R. T. Ravenscraft, dispatcher, who secured 89 and fourth prize to I. S. Sponseller, engineer, who secured 84.

Superintendent M. H. Cahill, J. K. Yohe, W. Trapnell, J. W. Deneen, G. R. Bramble, T. R. Stewart, W. S. Toomey, E. P. Welshonce, E. C. Drawbaugh, J. F. Engleka, C. P. Kalbaugh, G. A. McGinn, W. E. Yarnell and C. M. Gerhart also deserve special mention for their splendid work.

Edmund Winfield Crabtree, of Green Spring, W. Va., died at noon January 23. Mr. Crabtree was fifty-four years old and had been a Baltimore and Ohio employe for the past thirty-five years.

He entered the service of our Company in the M. of W. department March 28, 1881, and was promoted to the position of telegraph operator in December, 1883, holding the latter position until the time of his death.

Mr. Crabtree was widely known and well liked.

The freight house at Cumberland has now been supplied with markers, similar to those used on repair tracks, to be used on ends of warehouse tracks to prevent shifting engines from bumping cars when men are working.

This improvement has been brought about by the efforts of F. C. McKnight, assistant cashier, and George Zwanzger, car foreman, who made the markers. These two men are great advocates of Safety First.

The markers were painted by Mr. Zwanzger, who soaked some old blue carbon paper in gasoline, thereby removing carbon, which he mixed with white lead, and, using gasoline that was already mixed with carbon, in place of oil, he got the blue paint. This shows one of the many ways in which employes can economize.

The appearance of the freight house has been greatly improved during the past month. Hand rails have been placed on both sides of the steps leading to freight office and the open space under platform has been closed up with a neat netting.

Martinsburg Shops

Correspondent, W. L. Stephens

Brakemen C. H. Mong and R. H. Ridings have been transferred to the Connellsville Division and are helping move the heavy tonnage over that division. These young men will give a good account of themselves in their new field.

William B. Grove, blacksmith helper in the local shop, and Miss Rosa Castleman were married in this city on Christmas morning. Mr. and Mrs. Grove spent a delightful honeymoon at Mrs. Grove's home in Virginia. Congratulations, Bill.

Judson C. Kline, night yardmaster at Cumbo, and Miss Tessie R. Weiker were married on December 28, in Harrisburg, Pa. Mr. and Mrs. Kline are pleasantly located at 121 South Raleigh Street. Mrs. Kline is a pretty and attractive young lady and Jud is a hustler when it comes to railroading. May they enjoy a long and happy life.

Greg F. Gannon, yardmaster, has been promoted to yardmaster eastbound yard, at Brunswick. Greg came here a stranger several years ago and by his pleasant and courteous manner and efficient handling of the Company's business, has won the friendship and esteem of the business men and shippers, and made for himself a place in the hearts of all his fellow railroad men. This is a well merited promotion and Greg can feel sure of taking the best wishes of his many friends with him to his new home.

George W. Santman, a retired employe, died at the home of his son in Washington, D. C., January 17. He was seventy-six years old.

Mr. Santman was ticket agent at this station for twenty-five years and served the Baltimore and Ohio efficiently during the quarter century he was caring for their affairs here. About seven years ago he retired and has since lived in Halfway, Md. His widow, Mrs. Hannah Santman, and one son, Willoughby, survive him. The remains were taken to Bakersville, Md., for interment.

Ernest Ohle, formerly night yardmaster, has been promoted to the position of yardmaster, left vacant by the promotion of G. F. Gannon.

"Ned" Zepp, son of Captain Andrew Zepp, has been transferred from Keyser to the position of night yardmaster.

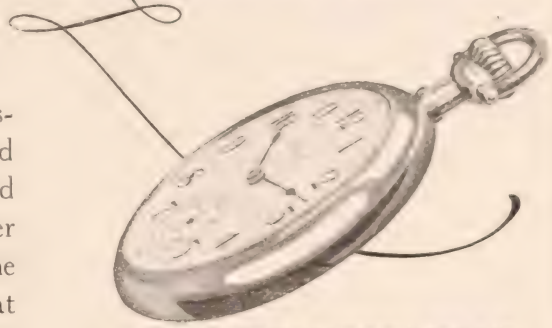


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Hamilton Watch Company

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Not all lucky men are railroaders, nor are all railroad men lucky, but the force around the motive power shop seems to have a "strangle hold" on old "king luck." Recently Chris Dailey, craneman, won a fine Shetland pony in a newspaper contest. The "hoss" is a good one, as can be seen in the accompanying picture. Mr. Dailey's son, Robert Lee, is the youngster on the pony's back.

Next comes boilermaker A. C. Butts, who also won a pony in a contest, and last, but by no means least, Jimmy Finniwear, hostler, tops off the luck streak by winning a fine Saxon roadster, raffled off at a fair held by the city fire department. Jimmy was too modest to let us get his picture for the MAGAZINE, but says that he is going after some speed records soon. Steer clear of the telephone poles, Jimmy. Autos don't make good pole climbers.

Monongah Division

Correspondent, C. M. STUBBINS
Supervisor of Fuel

Divisional Safety Committee

J. M. SCOTT	Chairman, Superintendent
E. D. GRIFFIN	Trainmaster
T. F. PERKINSON	Master Mechanic
T. K. FAHERTY	Road Foreman
E. T. BROWN	Division Engineer
W. O. BOLIN	General Car Foreman
J. O. MARTIN	Division Claim Agent
DR. C. A. SINSEL	Medical Examiner
P. B. PHINNEY	Agent
S. H. WELLS	Agent
J. D. ANTHONY	Agent
G. H. TURNER	Agent
E. J. HOOVER	Agent
W. C. BARNES	Secretary

ROTATING MEMBERS

M. B. PENDERGAST	Machinist
A. J. BOYLES	Conductor
C. A. HARTLEBEN	Brakeman
C. N. LEITH	Engineer
J. N. FRAME	Fireman
B. A. HUPP	Piece Work Inspector



JAMES W. McCLUNG

The accompanying photograph of J. W. McClung, chief dispatcher, needs but little comment. "Jim," as he is known by all his friends, is one of the youngest chief dispatchers on the entire System. He first entered the service of the Company as operator in 1898, having learned the mystery of the dots and dashes while a boy around the old "Wye." He was made fireman in 1901, yard clerk in 1902, train dispatcher in the fall of 1902, promoted to night chief dispatcher in 1910, and to chief dispatcher in 1911. During the heavy rush of lake business in 1914 he was made trainmaster, which position he held until it was abolished in the fall of 1914, when he again took up his old position as chief dispatcher.

On January 1 there was a change in our office force, caused by the appointment of D. F. Stevens, assistant to superintendent Scott, to the position of superintendent of the Newark Division. The promotion took away from Grafton one of the most popular men in the local service. His untiring energy and natural railroad ability enabled him to do much toward pushing Monongah Division's record up near the top of the list of System division records.

Mr. Stevens was succeeded by Hugh Wilson, a member of the general staff of general superintendent Averell at Wheeling.

Mr. Wilson entered the railroad game as a track laborer on the C. B. & Q. R. R. in 1893, working as track laborer during summer vacations until 1897, when he was graduated from Nebraska State University. He was then promoted to track foreman. He was promoted to roadmaster in 1899 and in 1902 to trainmaster.

He went to the Missouri Pacific as superintendent of the White River Division. A year later he entered the service of the Denver & Rio Grande as assistant superintendent, a position which he held until 1909, when he entered the service of the North Western Pacific R. R. as trainmaster. In 1911 he was promoted to the position of assistant superintendent.

During the years of 1913–14 he was employed by the State Railroad Commission of California as railroad service expert.

In 1913 he was appointed assistant to the president of the North Western Pacific Railroad and in September, 1914, entered Baltimore and Ohio service as assistant engineer on the third vice-president's staff.

Conductor R. F. Haney, while on duty, noticed one of his brakemen adjusting knuckle with hand while train was coupling up and impressed upon him the danger he was in. Also noticed hostler at Camden-on-Gauley going under engines without proper flag protection.

Let Safety First be ever in the minds of us all, for one little defect found, or one little suggestion made, may be the means of saving a life.

T. A. Seabold, stenographer in office of car distributer, has been transferred to Cumber-

land in a like capacity. J. C. Korte succeeds Mr. Seabold.

John Oliver Graham, the veteran telegraph operator and agent at Long Run, complains very bitterly of the hard winter we are having, as it has caused his fine ox team "Buck and Berry" to chaw up more or less baled hay.

D. Motter has been made fuel clerk. J. P. Burnes, night index clerk, succeeds Mr. Motter as trace clerk. Blair J. Nugler has been made night index clerk.

George W. Ullom, assistant timekeeper, is again wearing a smile that won't come off. Another boy. Congratulations, George.

The lumber business on the Gauley Line is increasing, due to the increased car supply.

Wheeling Division

Correspondent, J. W. VILLERS

Divisional Safety Committee

J. W. ROOT	Chairman, Superintendent
G. F. EBERLY	Division Engineer
J. BLEASDALE	Master Mechanic
W. F. ROSS	Road Foreman of Engines
F. R. DAVIS	Terminal Trainmaster
C. M. CRISWELL	Agent at Wheeling, W. Va.
DR. J. E. HURLEY	Medical Examiner
M. C. SMITH	Claim Agent

ROTATING MEMBERS

F. J. NEIMAN	Engineer
R. F. BEASLEY	Fireman
W. D. HOWARD	Conductor
WM. BOLEN	Conductor
GEORGE DEAN	Piece Work Inspector
C. A. HUNT	Boilermaker
ED. EBERLE	Pipe Fitter
H. C. HOOVEN	Machinist
B. L. HELBER	Secretary



A. M. SIX



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The picture on page 95 is a good one of our Wheeling ticket agent, A. M. Six. Mr. Opie Reid, the famous novelist, recently said to a newspaper reporter of Mr. Six:

"I always travel on the Baltimore and Ohio Railroad when I'm about this section. The boys are all good fellows on the trains. Mr. Six, over there in the ticket window, is one of the most courteous agents I have ever met. Many of the agents in small towns are uppish, but Mr. Six is a man the Baltimore and Ohio should be proud of. They need a few more like him.

Ohio River Division

Correspondent, H. C. Nesbitt

Divisional Safety Committee

Permanent Committee

O. H. Hobbs.....Chairman, Superintendent
C. E. Bryan.....Division Engineer
O. J. Kelly.....Master Mechanic
J. W. Bull....Acting Trainmaster and Road Foreman of Engines
Dr. A. J. Bossyns.....Medical Examiner
W. E. Kennedy.....Division Claim Agent
E. Chapman.....Captain of Police
J. A. Fleming.....Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington

Rotating Members (to serve three months)

A. H. Wilson.....Engineer
M. J. Reed.....Fireman
C. R. Lang.....Conductor
C. B. Southworth.....Yard Conductor
J. F. Simmons.....Locomotive Department
H. G. Woodyard.....Car Department

During a heavy gale early in the evening of January 5, the steamer Kanawha, running between Charleston and Pittsburgh, struck a portion of the lock at Dam 19, near Meldahls, W. Va., and foundered. Seventeen people lost their lives.

Superintendent Hobbs of the Ohio River Division was communicated with by telephone. He promptly sent a special train, with doctors, to the scene of accident. This train brought the survivors, who were in great distress, to Parkersburg, where they were well taken care of. This was one of the most disastrous accidents that has occurred on inland waters in this section of the country for several years.

R. F. Grove, stenographer in superintendent's office for the past year, has accepted a position on the Norfolk and Western at Bluefield, W. Va. The position made vacant by Mr. Grove's change is being filled by Wells Peebles, formerly of the Coal and Coke Railway, at Gassaway, W. Va.

Mr. Fred O. Higgins, for several years an employe on this division, and last employed as chief clerk in division engineer's office, has accepted a position with the Graham-Bumgardner Company of this city. While all of Fred's friends are sorry to see him leave, we wish him much success in his new field. A. C. Proffitt has been appointed chief clerk to succeed Mr. Higgins.



HELEN BARKER

One Year Old Daughter of Brakeman and Mrs. C. D. Barker

The grading is being done on the site of our new freight building. Before very long another of the Baltimore and Ohio's great achievements will be visible.

Willie Collins Swisher (better known as "Flossie"), clerk in stores department, reports the arrival of a seven and one-half pound boy at his home on January 5. "Flossie's" face is lit up with the usual parental smile which characterizes the birth of the first son.

During the fire which caused considerable damage to the Logan Carriage and Auto Company's plant on January 20, quite a humorous incident happened in the superintendent's office. Stuart Roush (formerly a resident of New Haven, W. Va., a little watering place down the river) was the principal actor in the scene. A western union lad came in, saying that there was a fire in the Logan Garage. Roush jumped up and rushed out of the door, bareheaded, coatless and with eyes and mouth wide open. In about an hour he came back with his hands and face black, but with a happy smile on his face. It was said he rescued a pair of ladies' shoes from the second story of the burning building. You can take a boy out of the country, but it is impossible to take the country out of a boy.

The structural steel work is being pushed rapidly on the new Parkersburg-Belpre bridge, which spans the Ohio River at Parkersburg.

J. P. Jones, painter foreman on this division, is on the sick list, but we hope to see "Daddy" on the job again before long.

Cleveland Division

Correspondent, F. P. NEU

Divisional Safety Committee

PERMANENT COMMITTEE

H. B. GREEN	Chairman
F. P. NEU	Secretary
J. E. FAHY	Trainmaster
J. E. LLOYD	Division Engineer
J. A. ANDERSON	Master Mechanic
P. C. LOUX	Road Foreman of Engines
A. J. BELL	Terminal Agent
DR. R. D. SYKES	Medical Examiner
G. J. MAISCH	Division Claim Agent

ROTATING MEMBERS (to serve three months)

C. C. DAVIS	Agent, Midvale, O.
T. KOESTER	Machine Foreman, Cleveland, O.
J. DRENNAN	Supervisor, Elyria, O.
A. ROBINETTE	Freight House Foreman, Uhrichsville, O.
F. E. BACHTEL	Piece Work Checker, Lorain, O.
C. H. FERGUSON	Agent, Elyria, O.
B. A. BLACKWELL	Fireman, Lorain, O.
J. S. CHAMBERS	Engineer, Cleveland, O.
T. J. WARD	Conductor, Akron, O.
E. C. FERGUSON	Brakeman, Lorain, O
S. M. STEWART	Conductor, Lorain, O.
J. C. BARTLEY	Track Foreman, Beach City

Shop clerk and Mrs. S. H. Jewett entertained the motive power clerks of Lorain on Saturday evening, January 29, at the second annual party at their home at 510 Woodland Ave., Elyria, O. An enjoyable evening was spent at cards, and a number of the clerks being adepts in the use of various musical instruments, a delightful musical program was enjoyed. Covers were laid for twelve.

At the conclusion of lunch, served by Mrs. Jewett, Mr. Jewett made a few remarks along the line of loyalty to the Baltimore and Ohio Railroad. He impressed upon them the importance of maintaining office efficiency, saying that they were in the employ of a large railroad system, and that they should maintain the dignity of this System, and not allow their positions or their work to be minimized in the opinion of others.

So enjoyable was the evening that it was voted that these parties be given monthly. The clerks are looking forward with pleasant anticipation to these events.

Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

Divisional Safety Committee

REGULAR MEMBERS

D. F. STEVENS	Chairman, Superintendent, Newark, O.
C. C. GRIMM	Vice-Chairman, Trainmaster, Newark, O.
C. H. TITUS	Assistant Trainmaster, Newark, O.
J. TORDELLA	Division Engineer, Newark, O.
W. STRECK	Road Foreman of Engines, Newark, O.
W. F. MORAN	Master Mechanic, Newark, O.
A. R. CLAYTOR	Division Claim Agent, Newark, O.
DR. A. A. CHURCH	Medical Examiner, Newark, O.
D. L. HOST	Trainmaster and Chief Train Disp'r, Columbus, O.
A. C. RICHARDS	Agent, Zanesville, O.
C. G. MILLER	Shopman, Newark, O.
F. A. STARR	General Foreman, Reclamation Department, Zanesville, O.

ROTATING MEMBERS

T. VAN ARSDALE	Yard Brakeman, Newark, O.
W. H. BROWNING	Shopman, Newark, O.
W. B. WHITE	Air Brake Inspector, Newark, O.
A. E. FIECOAT	Fireman, Newark, O.
H. RAINEY	Engineer, Newark, O.
O. E. PARSON	Conductor, Newark, O.

A Safety First meeting of our employes was held recently at Taylor Hall. There were splendid addresses and the musical feature of the program was more than enjoyable. All present were well repaid for having attended.

When the assemblage was called to order at 8 o'clock there were about 250 present. After a selection by Reynold's orchestra, superintendent Donald F. Stevens was introduced and opened the program with a talk on "Safety First" in the operating department. Mr. Stevens is a pleasing and fluent talker and his address was greatly enjoyed.

Hon. Edward Kibler, legal representative of the Baltimore and Ohio, gave a splendid talk on "Safety First" and its relations to the legal department of the railroad. He told a number of anecdotes and his address proved more than interesting.

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E. R. Scoville, general chairman of the Safety Committee, talked on "Safety First," the lecture being illustrated with thirty stereopticon slides. Mr. Scoville is undoubtedly one of the best posted men in the country on the subject of his address and his audience listened attentively while he explained, with the aid of his slides, how many accidents could be averted by always remembering "Safety First."

On December 16, the Veterans' Association of the Newark Division held their annual banquet in the K. of P. Castle, Newark. There were 326 members and their families present.

Addresses were delivered by Senator Wm. E. Miller, Attorney Edward Kibler, Jr., engineer J. Robe, engineer G. K. Bell, general agent J. F. Irwin and others. The meeting was presided over by president D. H. Murphy, who, on account of his weight (over 300 pounds) was considered the ideal man to "fill the chair."

Interesting and valuable information was imparted by the speakers. Hon. Edward Kibler, Jr., brought out the fact that during the thirty-two years the Relief Department has been in existence at Newark, it has loaned to the employes at this point a million and one-half dollars. In all that time but six foreclosures had been necessary, which spoke well not only for the men, but also for the Company. The larger corporations are generally being spoken of as "heartless," but this term, he said, was misapplied when used in connection with the Baltimore and Ohio. The great number of veterans, who are men who have been twenty years or longer in the service, and the great number of pensioners on the Newark Division, belies the statement that this corporation is "heartless."

The Newark Veterans' Association has a membership of 308, and each of the 308 wears a button and seems to be proud of the fact that he has been an employe of the Baltimore and Ohio long enough to be entitled to wear a veteran's badge.



GRACE EMILY AND MARY ELIZABETH HOAG
Twin Daughters of Piece-Work Inspector
Fred C. Hoag

C. A. Workman, coal shoveler at Mt. Vernon, believes in showing courtesy to passengers, even when their journey is completed.

On train No. 15 recently a couple of ladies with children and hand baggage arrived late. Street cars had ceased running, so Mr. Workman offered his services to help the ladies to their home in a distant part of the city. His action is appreciated by the Company.

We wish to extend our thanks to all concerned for receiving our pay checks before Christmas.

J. M. Kelly, formerly clerk to the general foreman, has been promoted to train auditor.

S. D. Jackson, agent at Malta, Ohio, has been promoted to the agency at Junction City, O. R. R. Page, agent at Black Lick, O., has been transferred to agency at Malta, vice Mr. Jackson.

W. L. Preston, rate clerk at Marietta freight office, has been appointed agent at Black Lick, Ohio.

H. W. McKown has been transferred from agency at Sundale, O., to agency at Fredericktown, O., vice L. E. Lart, deceased.

J. H. Jackson, formerly superintendent of the Newark Division, has left for Garrett, Ind., to take up the duties of his new position in charge of the Chicago Division. Mr. Jackson leaves a host of friends who are wishing him every success in his new field.

Lloyd McDonald, material clerk in division engineer's office at Newark, O., has taken unto himself a wife. Mrs. MacDonald is a very charming young lady of our neighboring city of Zanesville, O., where "Mac" got his start. They expect to make Newark their home, and have the best wishes of their many friends.

Connellsville Division

Correspondents

P. A. Jones, *Office of Chief Clerk*, Connellsville
S. M. DeHuff, *Manager of Telegraph Office*, Connellsville
C. E. Reynolds, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. Eaton.....Chairman, Superintendent
C. M. Stone.....Trainmaster
A. P. Williams.....Division Engineer
T. E. Miller.....Master Mechanic
C. N. Cage.....Road Foreman of Engines
Dr. M. H. Koehler.....Medical Examiner
G. M. Tipton.....Freight Agent
I. N. Kidd.....Agent
G. F. Barclay.....Agent
H. D. Whip.....Relief Agent
E. Leckemby.....Engineer
W. C. Richey.....Fireman
Lewis Taylor.....Brakeman
W. G. Keffer.....Yard Brakeman
F. Zimmerman.....Machinist
J. P. Harper.....Piece Work Inspector
E. Osler.....Signal Repairman

The attractiveness of the station platform at Connellsville has been considerably enhanced by the removal of an old electric light pole which had been standing for a number of years.

Aside from its unsightly appearance the fact of there being only one lamp to light the east end of the platform made it rather inconvenient for passengers going to and from trains. The present facilities are a decided improvement over the old method of lighting the platform, there being two lights of more modern design, supported by iron poles, the wires for which are placed underground.

The Connellsville Division suffered the loss of one of its most popular passenger conductors, and Connellsville one of its most respected citizens, in the death of William Bowlin, who was struck by train No. 9 at Mt. Savage Junction, Md., at 4.27 a. m., January 21.

Mr. Bowlin was in charge of train No. 8, one of our fast trains running between Chicago and New York. The engine of the train was disabled at C. & P. crossing, and in order to avoid a long delay conductor Bowlin started to walk back to the telegraph office at Mt. Savage Junction to make arrangements to have a relief engine sent to handle the train to Cumberland, the next terminal. He stepped on the westbound track and was struck by train No. 9 going in the opposite direction.

Mr. Bowlin had been in the service of the Company since his boyhood days. He entered its employ as laborer on the section gang, and drove the last spike in the construction of the Confluence and Oakland Branch, from Confluence to Friendsville. At the age of seventeen he became a brakeman and four years later was promoted to freight conductor, in which capacity he served until 1908, when he was promoted to passenger conductor, having run on various trains. During the summer of 1915 he was conductor in charge of trains Nos. 52 and 53, at that time running out of Connellsville, and last fall was placed on trains Nos. 7 and 8, running between Pittsburgh and Cumberland.

Mr. Bowlin was one of the most popular men in the service of the Company. By his courteous and genial manner he won the friendship and esteem of all railroad men and patrons of the Company, with whom he came in contact. He was considered a very efficient railroad man, performing his duties at all times in a satisfactory manner.

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch ..... Chairman, Superintendent
T. W. Barrett ..... Vice-Chairman, Trainmaster
E. V. Sill ..... Secretary
C. C. Cook ..... Division Engineer
M. C. Thompson ..... Road Foreman of Engines
G. W. C. Day ..... Division Operator
E. J. Brennan ..... Superintendent of Shops
W. W. Smock ..... Master Mechanic
A. J. Weise ..... General Car Foreman
F. Bryne ..... Claim Agent
W. F. Deneke ..... Agent, Pittsburgh
Dr. J. P. Lawler ..... Medical Examiner
M. J. Cook ..... Brakeman
S. Marshall ..... Fireman
M. J. Ford ..... Conductor

J. R. Jones, machinist at Glenwood, is one of the live ones on the Pittsburgh Division at furnishing items for the Magazine. Mr. Jones



$2.50 A MONTH BUYS A VISIBLE WRITING L. C. SMITH

Perfect machines only of standard size with keyboard of standard universal arrangement — has Back spacer — Tabulator — two color ribbon — Ball Bearing construction, every operating convenience. Five days free trial. Fully guaranteed. Catalog and special price free.

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For Roofing, Waterproofing, Paving, Saturating, Insulating, Mastic, and for all other purposes

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HOTEL RITTENHOUSE
Chestnut, between 21st and 22nd Streets
PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up — With bath $2.00 up

The Rittenhouse in Philadelphia
On the Edge of Everywhere

CHARLES DUFFY, Manager

entered the service of the Baltimore and Ohio as machinist at Glenwood, February 25, 1912, and has been in continuous service since that date. He is chairman of the executive board of the machinists' committee of the Glenwood shop and is well liked by the shop employes.

Hostler L. Isabella, of Butler, was married Christmas day, although he did not make the fact known to his friends until some time later. Mr. and Mrs. Isabella spent their honeymoon in California. We certainly wish the couple a long and happy married life.

C. A. Wynn, messenger to superintendent motive power G. A. Schmoll, has been promoted to assistant file clerk in the same office.

We desire to express our sympathy to the relatives of Andrew Ward, brakeman, who died recently. Mr. Ward was formerly yard clerk at Glenwood and only recently entered the ranks of the brakemen. He is a son of Mr. J. T. Ward, and was well known and well liked by all of our employes. His loss will be deeply felt.

We also desire to express our sympathy to carpenter H. Malitosky, who lost his baby a few days ago.

The accompanying photograph is of agent P. W. Hamilton's two little sons, Earl, aged four, and Perry, aged sixteen months. Mr. and Mrs. Hamilton are proud of such bright and handsome children and we expect to make Company employes out of them.



CHILDREN OF AGENT HAMILTON

George P. Clark has been appointed assistant machine shop foreman at Glenwood, vice G. H. Kapmos, transferred to Mt. Clare. Mr. Clark learned his trade with the Baltimore and Ohio and there is no question but that he will make good in his new position. We certainly wish him all the success possible.

New Castle Division

Correspondent, F. E. Gorby, *Chief Clerk*
New Castle

Divisional Safety Committee

J. W. Kelly, Jr.....Chairman, Superintendent
C. P. Angell.....Vice-Chairman, Trainmaster
H. L. Gordon.....Division Engineer
J. J. McGuire.....Master Mechanic
J. B. Daugherty.....Road Foreman of Engines
James Aiken.....Agent, Youngstown, O.
Dr. E. M. Parlett.....Medical Examiner
C. G. Osborne.....Division Claim Agent
F. H. Knox.....Agent, New Castle, Pa.
E. O. Lewis.....Agent, Ravenna, O.
C. H. Waldron...General Yardmaster, New Castle Jct., Pa.
J. L. Maxler.....Road Engineer
E. C. Beahm.....Road Fireman
L. A. Moore.....Road Brakeman
W. P. Kennedy.....Yard Conductor
W. W. Smith.....Yard Engineer
John Brown.....Machinist
A. Bixler.....Steel Car Repairman
J. W. Riggans.....General Supervisor
A. T. Humbert.....Master Carpenter
J. O. Huston.....Division Operator

Foxburg now has an immense movie theatre, a large hall for brotherhood and lodge meetings, an electric light plant, a beautiful club house, tennis courts and golf links and other modern conveniences. Pittsburghers and railroad people flock to Foxburg in the summer. The town overlooks the Allegheny River and the scenery of the surrounding mountains and valleys is beautiful. The magnificent Fox estate is near the town. Mr. Harte, a large property owner, who, on January 11, entertained Baltimore and Ohio men with a thrilling railroad moving picture, is responsible for much of the progressive spirit recently displayed by the citizens of Foxburg.

On January 17, George L. Lane, assistant shop clerk, and Miss Gladys Anderson were united in marriage, the ceremony being performed by Rev. S. M. F. Nesbitt, of the Central Presbyterian Church, at New Castle, Pa. After the ceremony, the couple took a brief trip to Detroit to visit a brother of the groom, who was formerly a yard conductor at New Castle Junction, but who gave up railroading to take employment with Henry Ford. The bride was a school teacher and has a large circle of friends. They have set up a very nice establishment on Spruce Street, New Castle.

Engineer W. O. Wink has established quite a record for picking up tools, etc., along the line. He has brought seventeen fire hooks, nine slash bars and forty-two grease cup covers to the shop within a short time. He is to be commended for his interest in economy and in stopping wastefulness in handling tools and supplies.

The sympathy of his fellow employes is extended to yard clerk Corwin Johnson, of Warwick, Ohio, on the death of his infant daughter, Naomi Elinore Johnson, who died January 7, 1916. Interment was at Seville, Ohio, January 10.

The Watch that Backs the Schedule!

In every branch of railroad service, from the chief dispatcher's desk to the man in the tower, from the yardman to the train crew, the lasting dependable accuracy of South Bend Studebaker watches helps make schedules effective.

The only watches that are insured to pass railroad inspection for five years. Our guarantee protects you against cost of changes in time requirements no matter what road you may be with.

Look for the watch with the Purple Ribbon at your jeweler's. Learn about the guarantee. Then you will know why this is the best watch for you to buy. Interesting Watch Book free on request.

The South Bend Studebaker" Railroad Watch



South Bend Watches

SOUTH BEND WATCH COMPANY
472 Studebaker Street, South Bend, Ind.



MOVEMENTS ONLY
16 Size—17 J—
" —21 "
" —21 "
18 Size—17 "
" —21 "
Fitted to your own case if desired

Chicago Division

Correspondent, S. V. McKENNAN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
T. E. JAMIESON.....Vice-Chairman, Trainmaster, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
H. H. HARSH.....Division Engineer, Garrett, Ind.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
DR. C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
F. DORSEY.....Medical Examiner, Garrett, Ind.
JOHN DRAPER.....Agent, Chicago, Ill.
H. W. BUCHHOLZ.....Agent, Syracuse, Ind.
T. E. SPURRIER.....Claim Agent, Tiffin, O.
J. A. ENGSTROM.....Engineer, Garrett, Ind.
O. T. SHAFFER.....Fireman, Garrett, Ind.
D. C. CREEGER.....Conductor, Garrett, Ind.
J. E. OVERROCKER.....Switchman, Chicago Jct., O.
R. C. MILLER.....Pipefitter, Chicago Jct., O.
R. KENNERDALL.....Machinist, South Chicago, Ill.
H. H. ROAN.....Coppersmith, Garrett, Ind.
F. N. SHULTZ.....Divison Operator
A. E. BALLENTINE.....Assistant Piece-Work Inspector

The Chicago Division employes welcome their new superintendent, J. H. Jackson, and wish him a most prosperous and successful administration.

Mr. Jackson succeeds J. F. Keegan, who has been promoted to the position of general superintendent of the Wheeling System. Mr. Keegan's many friends on the Chicago Division extend their hearty congratulations and best wishes for his success.

That extraordinary interest is being taken in the Safety First movement on the Chicago Division is evident by the number of men talked to on this subject by the various committeemen. A total of 443 have heard "Safety First" talks during the month ending January 12. All the open items carried in the Safety minutes have been acted upon and corrected during the last month.

It is with regret that we report the death of Richard R. Bradley, at his home in Garrett, Ind., on December 24, from an attack of apoplexy. While Mr. Bradley had not been in the best of health for some years, he was feeling very well on Friday, and his sudden death came as a great surprise and shock to his many friends.

Mr. Bradley was born near Black Hand, Ohio, June 27, 1862. He married Miss Martha Loughman on Christmas day, 1883. He entered the service of the Baltimore and Ohio as a coach builder in the carpenter shops at Newark, Ohio, and through faithfulness and strict attention to duty was promoted to wreckmaster of the Newark Division. In May, 1893, he was transferred to Garrett, as wreckmaster of the Chicago Division. In 1903 he was promoted to car foreman at Garrett, a position which he held until his health became poor and the duties too arduous for him to handle. He was again made wreckmaster, and held this position until the time of his death.



RICHARD R. BRADLEY

The following clerks have been promoted recently: F. S. Klein, to assistant cashier; E. Oken, to timekeeper; J. S. Mulhearn, to cashier's department; J. Curran, to O. S. & D. desk; W. Blaha, to arrears collections department; N. Simon, to charge of interline and absorbed switching and station relief claims; W. E. O'Brien, to correction department.

The employes in this office are exceedingly grateful for receiving their pay three days before Christmas. This enabled some of them to do their much belated purchasing of Christmas presents.

V. E. Hampton, O. S. & D. clerk, has been appointed chairman of the Chicago O. S. & D. bureau.

South Chicago

Correspondent, Oscar Wacker, *Car Distributer*

Well, two more of our boys have joined the merry throng of benedicts—William Winters, our night westbound clerk, and Leo J. Boucher, our day yard clerk.

Mr. Winters and Miss Gertrude Marski, were married the last of the year, and Mr. Boucher and Miss Edith Leamy followed close behind. Both couples are now keeping house and we all join in wishing them much happiness.

R. E. Holler has been connected with our road since November, 1886, when he entered the service as yard clerk at Chicago Junction, Ohio. In 1887 he was made chief clerk and in 1889 was appointed joint agent for the Baltimore and Ohio, C. & G. T., C. & W. M. and I. I. I. at Wellsboro. He was transferred to Auburn Junction, Ind., in 1891 and made agent at Fostoria in 1895. A little later he was compelled to give up business and travel in the west for his health. In good condition again, he returned to our service as chief manifest clerk at Chicago, the position he still holds.

Mr. Holler's record is so good a one that we would like to publish his picture, but he was too modest to give us one. He did compromise, however, by allowing us to publish the accompanying picture of his only daughter, Mrs. Richard L. Feischer and her two-year-old son, Richard, Jr., of whom his grandfather is very proud.

The following messages, submitted by Margaret Smurdon, South Chicago, were exchanged between a freight conductor and a train dispatcher:

"The 222 has burst a flue, what shall I do?
Conductor Drew."

"Wait—If not too late the 228 will take your freight.
Dispatcher Strait."



DAUGHTER AND GRANDSON OF R. E. HOLLER

Chicago Terminal

Correspondent, G. W. Hesslau, *Claims Investigator*, Chicago

Divisional Safety Committee

J. L. Nichols.....Chairman, Superintendent
J. W. Dacy.....Trainmaster
G. P. Palmer.....Division Engineer
F. W. Lamphere.....Assistant Engineer
Alex. Craw.....Division Claim Agent
F. J. Young.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Supervisor, Chicago Division
Wm. Hogan.....Supervisor, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill

Rotating Members (to serve three months)

L. M. Loucks.....Engine Foreman, East Chicago, Ind.
C. Peters.....Engine Foreman, Blue Island, Ill.
Roy Wilson.....Engine Foreman, Robey Street
Frank Duffy.....Engineer, Robey Street
James McMills.....Engineer, East Chicago, Ill.
Wm. Goetschel.....Fireman, Robey Steeet
H. J. Cole.....Fireman, East Chicago, Ind.
D. M. Julian.....Car Foreman, Robey Street
Martin Schaub...General Car Foreman, East Chicago, Ind.
Henry Loveridge....General Foreman, East Chicago, Ind.
C. J. Quimby.....Roundhouse Foreman, Robey Street

Timekeeper David O'Leary celebrated his forty-fifth wedding anniversary on January 1. Mr. O'Leary was born in Ireland on February 2, 1850, and was married to Miss Sarah A. Blackall on January 1, 1871. They are the parents of nine children; five girls and four boys. The accompanying picture is a striking resemblance of both Mr. and Mrs. O'Leary. Between them is the beautiful cut glass vase which was presented to them by the office employes.

After the presentation was made by superintendent Nichols, Dave was called upon for a speech and after a moment's hesitation, he said: "I want to say something, but I can't; it's too much for me; gosh! what will the Missus say!" It sure was a big surprise to him, as could be plainly seen by his face. But that was not all. Superintendent Nichols gave him a box of cigars and Dave immediately passed them around. Then he was called upon to talk on his railroad career. Dave, like most of the old timers on the Chicago Terminal, commenced railroading in Chicago. His first job was tallyman for the C. & N. W. in 1867. After working in that capacity for about six months, he went to switching and after another six months was promoted to yardmaster for the same company. This position he held for four years.

On the night of October 9, 1871, when the Chicago fire broke out, Dave was in charge of the C. & N. W. coach and freight yards at Kinzie and Wells Streets. The fire was making rapid headway toward the yards. Through quick action by Mr. O'Leary about 100 passenger coaches and 200 freight cars were taken from the yards at a time when it was almost a certainty that they would be destroyed by the terrible fire. When Dave asked for an engine with which to rescue the cars he was told that there was no switch engine ready to leave the house, but that there was one of the



MR. AND MRS. DAVID O'LEARY



LAUGHLIN

AUTOMATIC—NON-LEAKABLE

SELF STARTING FILLING PEN

TEN DAYS' FREE TRIAL

You don't have to fuss and shake a Laughlin to start the ink—*It's a Self-Starter.*

You don't have to fill the Laughlin, *it's a Self-Filler.*

You don't have to clean the Laughlin, *it's a Self-Cleaner.*

You don't have to monkey with dangerous, awkward or unsightly locks, extensions, or so called safety devices—*There are none.*

You can't forget to seal a Laughlin against leaking, it seals itself air-tight *Automatically.*

You can't lose your cap from a Laughlin—it secures itself *Automatically.*

You can't break your cap or holder on a Laughlin—*They are non-breakable.*

Holder and cap of scientific, reinforced construction throughout. (*See illustration.*) You don't have to wait until a Laughlin is ready. It is ready to write when you are; the air-tight leak-proof construction keeps pen and feed "primed," insuring a free uniform flow of ink instantly—even though not previously used for a year. It performs these functions with no more hindrance or interruption to your thoughts or writing inspiration than your breathing. *These results—or your money back.*

These features are peculiar only to this patented construction.

$2.50 By Insured mail Prepaid to any address

Just enclose $2.50 with this coupon containing your name and address, we will send the pen by return mail. **Delivery guaranteed.**

FILL OUT AND MAIL TODAY

LAUGHLIN MFG. CO.,

7 Fine Arts Bldg., DETROIT, MICH.

GENTLEMEN—Here is $2.50. Send me the pen described in this advertisement If pen is not satisfactory, you refund the money.

Name.....

City..... State.....

largest passenger locomotives. This he took. The engine was so high that it would not go under the overhead viaducts. When they arrived at the first viaduct, the engineer said that he could go no further, as the smoke stack would not clear. Dave ordered him to go ahead and off came the smoke stack. But he continued with the rescue work until he had every one of the cars out of the yards.

In the early part of '72 Mr. O'Leary resigned his position with the C. & N. W. and worked for two years as yardmaster for the Michigan Central at Chicago. He was then appointed chief clerk to division superintendent, a position which he held for six years. He then resigned to accept employment with the C. St. P. M. & M. at Fergus Falls, Minn., as chief clerk to division superintendent, and after a year was made trainmaster of the Northern Division of that road. On account of his misfortune in losing two of his children by death, and because of sickness, Mr. O'Leary and his family, on the advice of doctors, left the northern country and came back to Chicago. He was immediately employed by the Grand Trunk Railroad as general foreman of freight houses and assistant local agent. He remained in that capacity for nearly eight years, when he accepted a position with the Illinois Central Railroad as assistant local agent at Chicago, in charge of the Fordham yards. He remained there for several years.

Mr. O'Leary was first employed by the Chicago Terminal Transfer Railroad in 1890, as chief yard clerk at Robey Street. He was there about a year when he was made chief clerk to superintendent Knowlton, which position he held for three years. He was then made timekeeper, a position which he has satisfactorily held for the last twelve years.

Mr. O'Leary has the kind of an Irish personality that meets with the approval of all. He is always ready to do his part. Heartiest congratulations are extended to Mr. and Mrs. O'Leary, and it is the wish of all that their happiness and good health may continue.

"On Trial"

Another scoop for the *Gazette* reporter.

Howard O. Wertenberg was the defendant in an action brought by Vincent Wagner in the "M. of W." court for the large sum of $1.00. The case was tried before "Judge" Charles Schwendener, "attorney" R. M. Irish representing the defendant and "attorney" Roy Clark representing the plaintiff. The case was tried before a duly empaneled jury, with Thomas Williams as foreman.

It appears that the plaintiff and defendant entered into a verbal agreement which resulted in a bet involving the large sum of $1.00, *i. e.* the plaintiff was to cease the filthy habit of chewing the weed termed "tobacco" and the defendant was to accordingly cease the use of tobacco in the form of nasty cigarettes and cheap cigars. It also appeared from the evidence produced at the "trial" that the plaintiff witnessed the defendant in the act of smoking a cigarette and when he called the defendant's attention to the fact that he had broken the agreement and forfeited the bet, the defendant tried to bribe him with "hush" money. (It might have been that the defendant had another bet for a larger sum and therefore wanted to keep the plaintiff quiet with money.) However, in view of all this one-sided testimony in favor of the plaintiff, and in view of the very systematic way in which "attorney" Roy Clark prosecuted the claim, "Judge" Schwendener took the case away from the honorable jury and dismissed it, or in other words, rendered a decision in favor of the defendant.

There are many ways to account for this action on the part of the "Judge" (with due respect to him, of course). He could have made that decision because Thomas Williams, foreman of the jury, remarked that he would refuse to render a verdict if the jury was sent into the vault at the close of the trial. No, it was nothing like that; it was a pure case of "lobby scandal." The eyes and ears of the *Gazette's* reporter miss nothing, so now for the exposition. Who was it that took the "Judge" and defendant's attorney out for dinner on date of trial? Who was it that bought the "Judge" a cigar just before the trial? (the kind of a cigar that got the defendant into this trouble). Who was it that told the "Judge" that if he would take the case away from the jury and dismiss it that he, the "Judge," would always have a cigar in his mouth after dinner? We don't like to mention any names, or even to infer who the party is who conducted the lobby work, but the hands of justice must lay the "scandal" into the lap of Howard Wertenberg, who, by his political, social and personal influence won the "Judge" over. However, it has now passed and all that is left of this terrible trial is the poor penmanship which placed it on record.

Ohio Division

Correspondent, C. N. Beyerley
Chillicothe, Ohio

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
P. H. Reeves.....Master Mechanic
E. J. Correll.....Division Engineer
R. Mallen.....Road Foreman of Engines
T. E. Banks.....Trainmaster
Dr. F. H. Weidemann.....Medical Examiner
L. H. Simonds.....Claim Agent
L. A. Pausch.....Supervisor
C. A. Noel.....Road Conductor
C. E. Fogelman.....Road Engineer
E. H. Black.....Road Fireman
H. E. Morris.....Switchman
F. O. Allison.....Agent
Alonzo Thatcher.....Shop Painter
Floyd Dennewitz.....Shop Carpenter
Fred. Rumpf.....Machinist

Dr. F. H. Weidemann is now located in his new office along the driveway, just in the rear of Union Station, having moved from East Main Street about the first of the year. Employes wishing to see Dr. Weidemann will find him in his office on Tuesdays and Fridays of each week from 8.30 a. m. to 11.30 a. m.

A fuel meeting was held at Chillicothe, January 10, in charge of assistant superintendent G. S. Cameron, road foremen of engines R. Mallen and William Graf, and R. W. Gabriel, assistant division engineer. One brakeman, thirteen engineers and fourteen firemen were present. Mr. Mallen gave an interesting talk on super-heated engines, and the subject was discussed at some length by those present. Short talks were also given by assistant superintendent Cameron and road foreman Graf, on the saving of fuel, and the importance of watching the smoke nuisance. A general discussion followed, several of the employes present taking part, in which some very interesting matters were brought to light. Engineer Cadden was asked to explain how he made temporary repairs to his engine, when, some few days ago, his engine broke an eccentric arm. Mr. Cadden explained the matter in an interesting manner.



JOINT TRACK—BALTIMORE AND OHIO SOUTHWESTERN AND CINCINNATI, HAMILTON AND DAYTON, WEST OF BYER'S JUNCTION

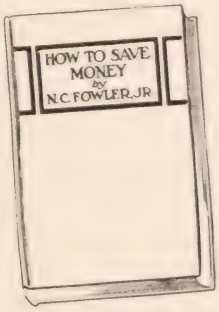
Friends of C. E. Francis, chief clerk to division engineer at Flora, Ill., formerly timekeeper, maintenance of way department, Chillicothe, wish to congratulate him upon the new arrival in his family. Flora must be a good town. Eugene is also the proud father of a baby girl.

The general foreman at Chillicothe, together with the foremen of the various departments of the shops, hold Safety meetings of their own from time to time, where they exchange ideas for the bettering of working conditions and make plans for carrying out the "Safety First" movement. They have been waging a campaign to reduce the number of accidents to the eyes, by encouraging the men to wear goggles while doing work where pieces of metal or other filings might damage the eyes, and by showing the men how to avert these accidents. As a result of this campaign it has become the practice of practically all employes who are doing this kind of work to wear goggles. The men are making these goggles an important part of their tool kit equipment. By the use of goggles the number of eye accidents at Chillicothe has been greatly reduced.

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Baltimore and Ohio Employes Magazine

Camden Station **Baltimore, Md.**

One of the supervisors recently saw a cylinder head blow out on an engine while moving up a heavy grade. The pilot step on front of engine was badly damaged, and if a person had been standing on the step he would have been seriously injured. It seems that this should certainly be a warning to employes who are in the habit of riding on the pilot steps of engines.

On January 1, general yardmaster John T. Manning was placed on the retired list, after about forty-five years of continuous service with the Baltimore and Ohio.

Mr. Manning was born October 18, 1851, in Baltimore, Md. He received a common school education in that city and in 1871 entered the service of the Baltimore and Ohio as brakeman and was shortly afterward promoted to yard foreman. In 1879 he was made general yardmaster at Chillicothe, in which capacity he served until his retirement. Our railroad loses in Mr. Manning a man who did everything in his power to raise the standard of the service, and who worked first, last and all the time for the best interests of the Company. He will also be missed by all the employes on the Ohio Division, being well known and well liked. Mr. Manning expects to take active charge of his farm in the Scioto Valley, north of Chillicothe.

Jacob E. Sunnafrank, wreckmaster, died suddenly on December 17, after having attended to his duties all day. His death was caused by acute indigestion. Mr. Sunnafrank entered the service of the Baltimore and Ohio about eight years ago as wreckmaster, and was well liked by his employes and all others who knew him. His death is regretted by all.

Frank G. Schoenberger, formerly agent at Sabina, Ohio, died at Aberdeen, Wash., on December 30. He was employed on the Ohio Division for about ten years, as operator and agent at various points, having left his position as agent at Sabina in 1912 to go west, on account of ill health. He was well known on the Ohio Division and his death is deeply regretted.

"Magazine Correspondent: I note in the December issue of the Employes Magazine that Harry E. Jones is the new champion checker player on the Ohio Division. While I am not "some" player in the silent pastime, yet I am able to hold my own with the scrubs in the Jackson County hills. I would be pleased to arrange for a sitting with Mr. Jones at some future date. I am sure we would have a pleasant time and I would become acquainted with more of the boys. Kindly refer this to Mr. Jones, and, if agreeable to him, advise. Signed R. A. Goodrich, Jackson, Ohio."

Mr Jones, upon reading the challenge, stated that Mr. Goodrich recently received a prize for being one of the best checker players in the state, and being an amateur himself, didn't believe he could tackle him. Harry is now accused of getting cold feet.

Indiana Division

Correspondent, O. E. Henderson, *Conductor*
Seymour, Ind.

Divisional Safety Committee

Permanent Committee

E. W. Scheer.....Chairman, Seymour, Ind.
S. U. Hooper.....Trainmaster, Seymour, Ind.
J. B. Purkhiser.....Trainmaster, Seymour, Ind.
E. J. Lampert.....Trainmaster, Cincinnati, O.
H. A. Cassil.....Division Engineer, Seymour, Ind.
P. T. Horan.....R. H. Foreman, Seymour, Ind.
E. E. McMillan.....Master Mechanic, Seymour, Ind.
S. A. Rogers.....Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy.....Division Operator, Seymour, Ind.
Dr. G. R. Gaver.....Medical Examiner, Seymour, Ind.
L. A. Cordie.....Assistant Agent, Cincinnati, O.
J. E. Sands.....Agent, Louisville, Ky.
E. Massman.....Agent, Seymour, Ind.
J. E. O'Dom.....Special Claim Agent, Cincinnati, O.

Rotating Members (to serve three months)

J. Hedges.....Engineer, Seymour, Ind.
A. M. Ross.....Conductor, Seymour, Ind.
Earl Fleetwood.....Fireman, Seymour, Ind.
A. Harrison.....Yard Brakeman, Cincinnati, O.
D. Cassin.....Track Supervisor, North Vernon, Ind.
M. Gallagher.....Section Foreman, Holton, Ind.

Freddie Wanstradt, our quiet and studious maintenance of way timekeeper, has recently undergone a radical change. Freddie was not interested in the opposite sex until he happened to meet a certain pretty blonde, who "converted" him on the spot. Since that time flowers, candy, and other things a little girl likes have found their way to her home in profusion. We are all glad to note the change in Freddie, and wish him the best of successs.

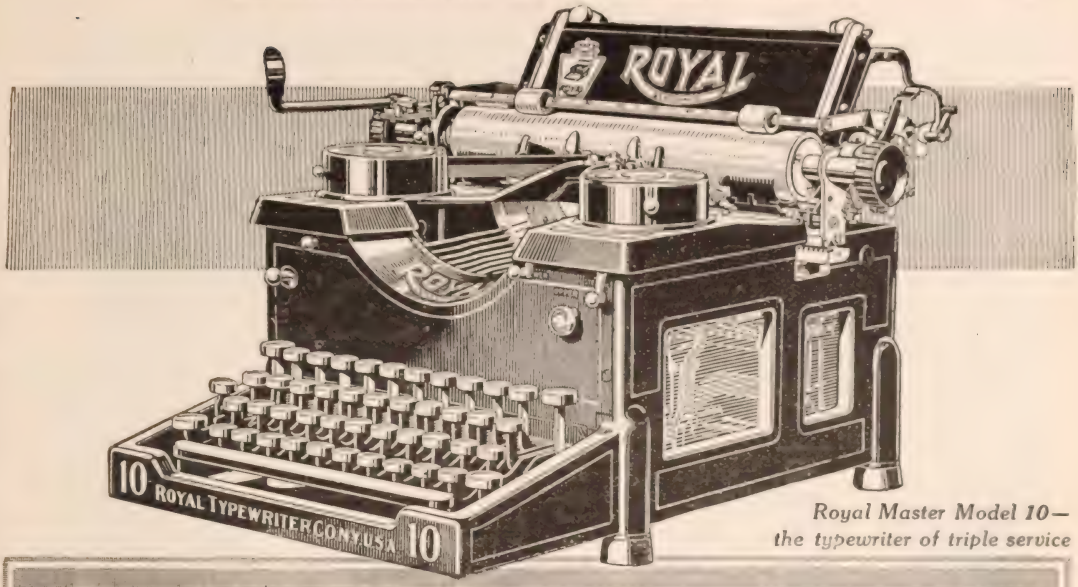
Arthur Livensparger (better known as "Turkey"), telephone maintainer, will very shortly embark on the sea of happiness, with one of Seymour's most popular young ladies. They have our best wishes for a long and happy wedded life.

Dr. M. F. Daubenheyer has been re-appointed Company Surgeon at Butlerville, Ind., to succeed Dr. Hagenbaugh, resigned.

Chester R. Spillman, our clever and accommodating caller, slipped quietly away to Cincinnati on January 8 and was married to Miss Ella Crane. A minister of the M. E. Church performed the ceremony. The happy young couple are now at home, corner 6th and Mill Streets, this city. They are popular young people and have many friends, who wish them a happy married life. We all thought Chester was too bashful to propose and we all got fooled.

Quite an improvement has recently been completed in the changing of switches and the sidings at Milan. These changes make it much better for trains turning at that point or trains pulling into sidings to allow other trains to pass. The Old Pond track has been made the westbound passing track, and the passing track is now used for a storage track.

The old seventy-foot turntable at Storrs has been replaced with an eighty-foot table. The change was made December 27. At 9.45 a. m. the work of raising the old table from the pit was begun. The table was out at 11.00 and loaded on the flat cars at 11.20 a. m. Work was started unloading the new table at 2.00



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p. m., and it was in the pit at 2.20 p. m., on center at 2.45 p. m. The air tractor was connected and the table made complete circle with engine 2664 at 6.45 p. m.

Cincinnati Terminal

Correspondents: P. F. Landy, Joseph Beel

Divisional Safety Committee

L. A. Cordie.....Chairman, Assistant Terminal Agent
Geo. Schlenker.....Chief Rate Clerk
Robert H. Searls.....Chief Claim Clerk
J. M. White.....General Foreman
Frank Goehle.....Interchange Clerk, Eighth St.
L. G. Wilson.....Chief Delivery Clerk
Phillip Weber.....Receiving Clerk
Henry Hagensicker.....Stevedore
Phillip Koth.....Tallyman

The accompanying picture is of conductor William Hathorn, who was recently highly commended by assistant superintendent M. H. Broughton on account of the good work performed by himself and his crew at the fire of the Ubiko Milling Co., St. Bernard, O. This work called for quick thought and quick action. After getting all of the Company's property undamaged from the scene of fire, Mr. Hathorn went to the assistance of the N. & W. R. R. and took twenty-seven cars that would have been destroyed, out of the mill. The Ubiko Plant was totally destroyed. The damage was over $100,000.



CONDUCTOR WM. HATHORN

Effective February 1, F. Alexander was appointed yardmaster, Storrs Yard, vice, S. L. Goodman, transferred. Fred no doubt will make good at his new job. All the terminal employes wish him success.

Miss Kittie Eicher, the young, handsome and popular expense bill clerk in terminal freight agent's office, will, on the evening of February 12, entertain the bill force at her home in College Hill. Miss Eicher has already established a reputation as a capable and able entertainer, and the crowd is looking forward to a great deal of pleasure. Miss Eicher has been assured of the presence of H. Martin, assistant rate clerk, a high-class tenor, and an able entertainer with funny sayings and recitations.

Charles Miller, chief file clerk in terminal freight agent's office, returned to duty after an absence of several weeks, due to blood poisoning caused by accidentally running an indelible pencil into his arm. At the time he gave the matter no thought or attention, but now says that he will follow the Baltimore and Ohio motto, "Safety First," in the future.

Illinois Division

Correspondent, C. F. White, *Dispatcher*
Flora, Ill.

Divisional Safety Committee

R. B. White.....Chairman, Superintendent
C. G. Stevens.....Trainmaster
C. W. Potter.....Trainmaster
C. H. R. Howe.....Division Engineer
J. E. Quigley.....Master Mechanic
F. Hodapp.....Road Foreman of Engines
H. E. Orr.....Master Carpenter
C. S. Whitmore.....Signal Supervisor
W. G. Burns.....Supervisor
F. Wyatt.....Supervisor
B. O'Brien.....Supervisor
W. Cook.....Supervisor
G. H. Singer.....Agent, East St. Louis
W. C. Deitz.....General Foreman, Flora
S. B. Westlake.....Medical Examiner
J. R. Bradford.....Claim Agent
B. O. Chattin.....Engineer
R. C. Mitchell.....Fireman
J. H. Wilson.....Brakeman
J. A. Crown.....Yard Conductor
L. B. Mangin.....Machinist
B. Kempf.....Car Department
B. Harris.....Machinist

January 19, boilermaker helper at Shops, Ind., was drilling mud ring. Sliver flew into eye.

January 8, machinist apprentice at Shops, Ind., was turning bolt. Shaving flew, eyeball burned.

January 6, machinist at Shops, Ind., was turning cross head pin. Hot shaving flew up, eye lid was burned severely.

December 29, machinist apprentice at Shops, Ind., was grinding tools on emery wheel. Dust flew into eye.

Goggles are cheap, eyes are expensive; get the habit—it's worth while.

The accompanying photograph is of Robert T. Williams, grandson of conductor M. B. Hollis. Robert shows all the good traits of grand-daddy Hollis when it comes to railroading, and we hope to see him pulling "Pete" on No. 6 some day.



MASTER ROBERT T. WILLIAMS



NEW CHATTS BALLAST ON ILLINOIS DIVISION

The accompanying photograph of train No. 55, nearing Cone station, East St. Louis, Illinois, was not taken after a snow storm but a few days after division engineer Gibson had finished unloading the new chatts ballast. This certainly makes a beautiful track and Mr. Gibson says he has everything entering East St. Louis outclassed.

On January 19, a baby girl arrived at the home of Mr. and Mrs. C. E. Francis, chief clerk maintenance of way department, Flora, Ill.

On January 21, operator and Mrs. G. J. Klier, Flora, Ill., became the parents of another baby girl.

January 1, J. E. Quigley was appointed general foreman at Cone, Ill., vice, J. P. Haran, resigned.

G. K. Johnson, agent at Louis, Ill., resumed duty January 4, after several months' vacation.

On January 21, R. D. Pritchett was appointed acting agent at Xenia, Ill., vice C. C. Morris, granted leave of absence.

The following operators have been assigned to vacancies: G. W. Fritchie, second, Xenia; M. H. Pritchett, Fritchton; H. B. Turrell, second, Wheatland; T. R. Schade, third, Wheatland; S. W. Marshall, Noble; B. B. Dame, second, Furman; George L. Riley, third, Salem.

Conductor "Drop" Jennings is in Texas. Who is she? Couldn't say.

Harry Wyatt left for Cincinnati on January 1 to assume his duties as clerk to general superintendent Begien. W. J. Jones has been promoted to clerk to Mr. White to succeed Mr. Wyatt. Marshall Watson relieves Mr. Jones as trainmaster's clerk.

Conductor Joseph Hettiger advises that during the year 1915, trains Nos. 125 and 126 handled 141,468 passengers as compared with 143,982 during 1914. A decrease of 2,514 passengers, or an average of 451 passengers per day. During the month of December, 1915, these trains handled 156,687 passengers, compared with 1,472 during December, 1914, an increase of 965 passengers, or an average of 603 per day.

William Harman Allen died December 22, 1915. Mr. Allen was born March 30, 1869, and entered the service of the Baltimore and Ohio as freight brakeman, October 5, 1891. In May, 1897, he was promoted to freight conductor and in May, 1910, to passenger conductor. Mr. Allen died at his home in Washington, Indiana, after an illness of several months. He was very popular with all his fellow employes and in serving them and his Company, always put forth his best efforts.



WILLIAM H. ALLEN



SHORTY HENDRICKS

The cartoon is to prove that conductor "Shorty" Hendricks does not intend to freeze while the mercury loafs around "D" rating. "Shorty" is not looking for tonnage, as Luther and Dykins will imagine, but is on the lookout for a stogie.

Lieutenant Herbert E. Meredith, of our police department, with headquarters at Flora, Ill., died at his home in Washington, Ind., on January 3. He was on train No. 55, on his way to Vincennes on business, when he became ill. He was taken to his home, where he died a few hours later. Acute indigestion was the cause of death.

Lieutenant Meredith, who was born in Washington, Ind., on February 12, 1862, entered the service of the Baltimore and Ohio Southwestern as a carpenter at Washington, Ind., in March, 1884. In 1905 he was transferred to St. Louis, Mo., in the same capacity and a year later was transferred back to Washington.

In March, 1907, he was transferred to the police department as patrolman and was promoted to lieutenant in October, 1915.

Lieutenant Meredith leaves a widow and one son, who is employed as a machinist in our Washington shops. He is also survived by his mother and two married sisters, residents of Los Angeles, Cal.

The funeral services were held at his home on January 5. The pallbearers were fellow-members of the Red Men and Ben Hurs, and William Wainman and Charles Capehart of our police department.

Lieutenant Meredith was a faithful and efficient officer. His honesty and courtesy caused him to be generally liked and respected, and his loss will be felt by his fellow-townsmen and those with whom he came in contact in the discharge of his railroad duties.



LIEUTENANT HERBERT E. MEREDITH



CHARLES J. GUTH

Engineer Charles J. Guth died January 3, 1916. His death was caused by injuries received two days earlier. Mr. Guth was born September 1, 1859, and entered the service of the Baltimore and Ohio as a wiper, at Pana, Ill., July 20, 1876. He was promoted to helper in 1876, and left the service in 1879. He re-entered our service in December, 1880, as fireman and was promoted to freight engineer in December, 1886, and to passenger engineer in May, 1904. Mr. Guth was a first-class engineer and well liked. His many friends were grieved to hear of his sudden death.



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R. B. Mann.....Assistant Superintendent, Cincinnati, O.
E. W. Hoffman.....Assistant Superintendent, Toledo, O.
M. S. Kopp.....Trainmaster, Dayton, O.
C. W. Havens.....Trainmaster, Lima, O.
R. B. Fitzpatrick.....Trainmaster, Cincinnati, O.
F. J. Parrish.....Division Engineer, Dayton, O.
M. P. Hoban.....Road Foreman of Engines, Dayton, O.
O. Stevens.....Road Foreman of Engines, Lima, O.
H. W. Brant.....Division Operator, Dayton, O.
W. D. Johnson.....Master Mechanic, Ivorydale, O.
C. M. Hitch.....General Car Inspector, Cincinnati, O.
J. R. Casad.....Claim Agent, Dayton, O.
F. S. DeCamp.....Claim Agent, Cincinnati, O.
John Sullivan.....Supervisor M. of W., Hamilton, O.
E. Ledger.....Supervisor M. of W., Dayton, O.
W. O'Brien.....Supervisor M. of W., Rossford, O.
G. W. Thomas.....Master Carpenter, Dayton, O.
G. W. Kydd.....Supervisor Signals, Dayton, O.
Dr. F. S. Thompson.....Medical Examiner, Dayton, O.
Dr. Wm. Ryan.....Medical Examiner, Dayton, O.
E. C. Skinner.....Agent, Cincinnati, O.
J. F. Fisher.....Agent, Toledo, O.
L. F. Hockett.....Agent, Dayton, O.
J. C. Stipp.....Agent, Lima, O.
E. F. Maley.....Agent, Piqua, O.
S. O. Mygatt.....Depot Master, Cincinnati, O.
W. A. Ireland.....Depot Master, Dayton, O.
W. H. Sites.....Road Engineer, Lima, O.
F. E. More.....Road Engineer, Lima, O.
H. B. Smith.....Road Conductor, Lima, O.
W. J. Simmons.....Road Conductor, Lima, O.
E. Rice.....Yard Conductor, Dayton, O.
A. Gronbach.....Yard Conductor, Hamilton, O.
R. E. McKenna.....Yard Conductor, Cincinnati, O.
Carl Koch.....Shopman, Lima, O.
John Riley.....Shopman, Dayton, O.
A. Brehardt.....Shopman, Rossford, O.
Frank Zureich.....Shopman, Cincinnati, O.
John Ryan.....Track Foreman, Middletown, O.
J. R. Eilers.....Track Foreman, Sydney, O.
E. L. Kelley.....Assistant Yardmaster, Rossford, O.
Wm. Rosche.....Shopman, Ivorydale, O.
M. J. Barrar.....Secretary to Supt., Secretary, Dayton, O.

On January 1, there were 280,000 tons of ore on Rossford dock. Inquiries for dock space for 100,000 tons for the 1916 season have already been received. It is probable that this season will see the greatest ore tonnage ever handled at Rossford.

Improvements under way at Rossford will increase the yard capacity 450 cars. Besides this an entirely new car repair yard is being constructed near the engine house. It is thought that movement of lake coal next season will be very heavy and that the additional tracks will be needed.

His fellow employes extend deepest sympathy to switchman Edward Burke, whose wife died on January 3.

Wellston Division

Correspondent, J. M. Rowland, *Timekeeper* Dayton, Ohio

Divisional Safety Committee

A. A. Iams.....Chairman, Superintendent
R. W. Brown.....Trainmaster
H. G. Snyder.....Division Engineer
C. Greisheimer.....Supervisor
S. J. Pinkerton.....Supervisor
S. M. Baker.....Supervisor
R. O'Neil.....Division Foreman
F. M. Drake.....Relief Agent
P. M. Parnell.....Conductor
George Wagner.....Engineer
J. J. Fitzmartin.....Division Operator
T. Gordy.....Yardmaster
Ed. Childs.....Stationary Engineer

Three tracks have already been laid for use as ready and storage tracks, and excavating and concrete work is going along nicely preparatory to the installing of the new ninety ton, 100 foot turntable at East Dayton. Work on the new power plant is expected to be started in the near future.

Tunnels Nos. 2 and 3 on Ironton Branch are getting a new lining and other timbering which is needed. This work is being done by the Baltimore and Ohio tunnel department.

Authority has been granted for the installing of electric conduits, Dayton to Wellston, prior to the installing of telephone service to expedite the movement of trains.

Lost—On December 28, a pocket book, said to contain $40.00, the property of conductor W. J. Perry. Found—On December 29, on back of seat box, engine No. 136, same pocketbook, which was promptly claimed by Bill as belonging to him. Actually contained the sum of sixty cents. Well, what's the use? We all know Bill!

R. L. Hixon, formerly agent at Gilboa, has been transferred to Yorkshire, on the Delphos Division. Agent H. H. West is temporarily in charge at Gilboa.

On December 19, about 9.30 p. m., the house at East Dayton used for the storing of the shavings used for starting fires in engines and also for employes' lockers, caught fire in some mysterious manner. It would have been completely destroyed had it not been for the prompt action of night foreman Jack Leahy and his force, who were on the job immediately. By the use of chemicals and hose they were able to hold the fire in check until the arrival of the city fire department, which soon had the fire under control.

The light rail on Wellston Division is being replaced with eighty-five pound rail and this improvement is heartily welcomed by all. Also, all bridges between Dayton and Wellston have been strengthened for E-27 class engines, and authority has been granted to restrengthen them to accommodate the large "Mikado" engine. This indicates that very prosperous times are in store for this division. Already several of the 360 class engines have been replaced by the 411 class engine. With three of these on one train the boys on rear end are not bothered much with cinders.

Sandy Valley & Elkhorn Railway

Correspondent, George Dixon, *Chief Clerk*

Divisional Safety Committee

H. R. Laughlin.....Chairman
A. W. White.....Supervisor M. of W. Department
D. W. Blankenship.....Section Foreman
S. H. Johnson.....Engineer
E. F. Cassidy.....Fireman
J. M. Moore.....Conductor

Baltimore & Ohio Employes Magazine



"First of all, the management, speaking through the president, says that it wants the element of Safety to take precedence over any and everything else at all times and in all places."

— President Willard to employes at Riverside, Baltimore, Maryland, Jan. 17, 1912



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VOLUME III MARCH 1916 NUMBER XI

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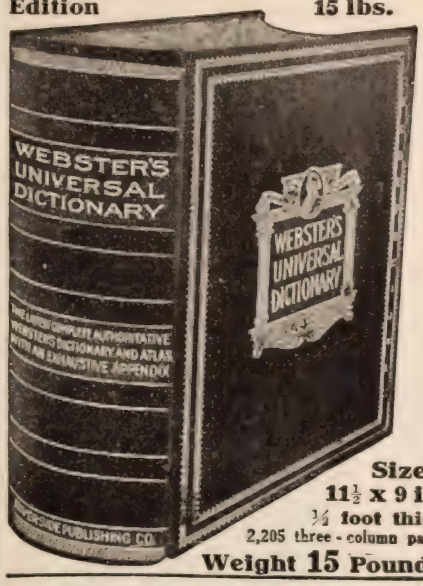
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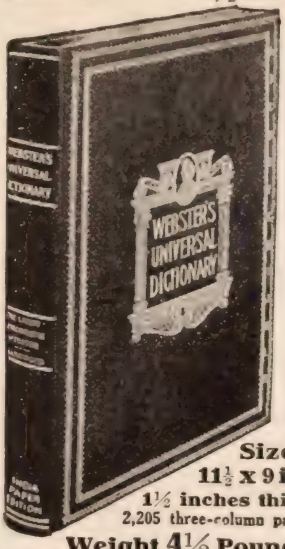
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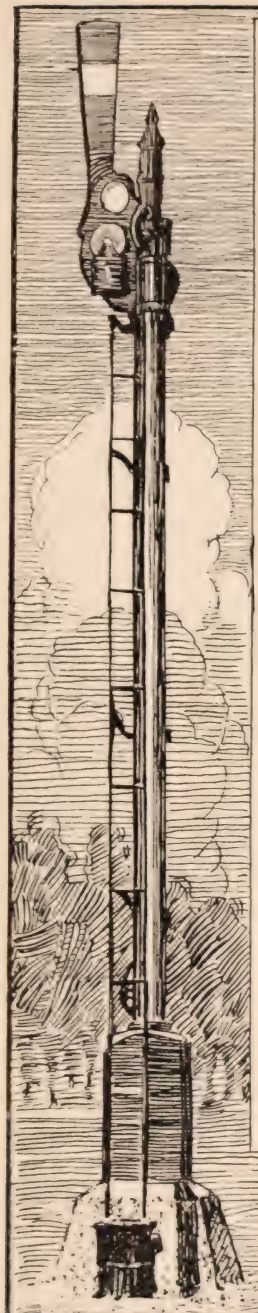
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 3 BALTIMORE, MARCH, 1916 Number 11

CONTENTS

Cover Design	L. S. Cunningham	
San Antonio Pan-American Fair Committee Enjoyed Long Trip Over the Baltimore and Ohio	Frontispiece	6
Our Relations With the Public	George H. Campbell	7
Prize Story Contest for Employes		10
The Power of the Record	E. J. Jones	11
New Ideals in Police Administration	Edmund Leigh	13
The Company Needs Skilled and Unskilled Labor		22
How Good Results May be Obtained in Station Operation	G. H. Singer	23
Good Morning!—A Poem	J. W. Foley	26
Cultivation of the Strawberry	James D. Bowman	27
La Motte Hamilton Martyne		31
You Saved My Life!		32
How to Prevent Waste in Maintenance of Way	J. A. Spielman	33
Changes and Promotions		35
Donald F. Stevens, the New Superintendent of the Newark Division		37
What Are You Doing to Help the Dining Car Department?	E. V. Baugh	39
"Bawling" a Man Out		42
Frederick Fowler—Obituary		45
Engineers and Firemen: Do You Know?		46
Ditching and Sloping on the Baltimore Division	H. M. Church	47
Heroism	William H. Ball	50
Brakeing a Freight the First Job of the Late Henry Gassaway Davis		53
C. H. & D. Festoons Dining Cars for the Holidays		55
Editorial		56
Winter—A Poem	Louis M. Grice	58
The Woman's Part		59
Third Annual Fellowship Dinner of New York and Staten Island Divisions Largely Attended		66
Glee Club Heard by Many Employes During Past Season		69
Exhausts		75
The Observer		77
Special Merit Roll		79
Among Ourselves		83

Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of the sheet only.



San Antonio Pan-American Fair Committee Enjoyed Long Trip Over The Baltimore and Ohio

EARLY in January S. E. Corbin, traveling passenger agent, accompanied a delegation of prominent citizens of San Antonio, Texas, from Chicago to Washington and Baltimore, and return to St. Louis, over our lines. Since their return to their home city, the San Antonio men have written to Mr. Corbin, speaking of our service in the highest terms.

The San Antonio delegation was a committee representing the Pan-American Fair, which will be held in San Antonio during January, 1918. In connection with the Fair there will be a celebration of the two hundredth anniversary of the founding of San Antonio. The Fair will have many interesting features, perhaps the most important being an International exhibit from Mexico and Central and South American countries, and from commercial and manufacturing establishments in this country who are soliciting Latin-American trade. It is planned to make this exhibit an annual affair, as the committee is sure that it will be a means of further increasing the rapidly growing feeling of good will between ourselves and our sister republics in South America.

The committee called upon many prominent men in the cities through which they passed, and were entertained by city officials and commercial bodies. Everyone with whom they talked promised them their hearty cooperation in making the Fair a success.

While in Washington the San Antonio men called upon President Wilson, several of the members of the Cabinet and Mr. John Barrett, president and director of the Pan-American Union. The accompanying picture was taken in front of the Executive offices of the White House. The gentlemen pictured, reading from left to right, are Senator A. P. Barrett, A. K. Garrettson, Albert Kronkosky, S. E. Corbin, traveling passenger agent, J. J. Sterne, C. G. Dielmann, Clarence Jones, Leo M. J. Dielmann, F. M. Cunningham, William L. Hoefgen, United States Senator Morris Sheppard, Selig Deutschman, Hon. Lea Beaty, Pompeo Coppini, George F. Lupton, and Congressman Slayden.

Our Relations With the Public

Address of George H. Campbell, Assistant to President, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

Let me begin with a word of congratulation, for I believe in congratulation and commendation more than I do in criticism. In fact, I don't believe in criticism at all, except when it is made with the view of bettering the service. There has been a great deal accomplished on the Baltimore and Ohio during the last year. There has been a marked improvement in the service, both freight and passenger. There has also been a marked improvement in the general appearance of the property, the appearance of the right-of-way and around the stations,—the road looks as though a good housekeeper were in charge of it. These improvements mean better relations with the public, the benefit of which we are sure to enjoy. The question of service, in view of the competition we have to meet, is most important. Nothing is local any more—a coal mine may be one hundred miles from any other railroad, but the product of that mine is just as strongly competitive as if there were a half dozen railroads running to it. This is also true of a factory or warehouse. Realization of the importance of these factors is essential to success in increasing the business of the road.

We have passed through a strenuous and trying year. We have had to forego much which we can designate as "desirable, but not necessary," and we have gotten along without many things that we thought were absolute necessities. These periods of depression and poor business are the mothers of invention and resource. Many an obstacle that we thought difficult has been overcome.

If there is any matter—and from some of the questions asked this morning I believe there is—which involves any difference between departments, my suggestion is that it should be treated as a Company matter, not as something concerning only those departments involved. In the long run it is bound to affect the Company as a whole. Without saying it in the way of criticism, I think that, perhaps, we do a good many things like the "round robbin"; we start correspondence, pass it along and do not get anywhere with it. A conference between those concerned would usually settle disputed points.

In addition to the work that has been done by our chief operating officers and their staffs, and, in fact, by all of the officers of the road, I can say, without fear of contradiction, that the Baltimore and Ohio Railroad has, within the last year, contributed more than its full share toward the general betterment and improvement of the railroad situation in the United States. Our president did something that I believe no other man in the United States could have done when he secured a part of the five per cent. increase in rates. His ability, his fairness and his ideas of justice in presenting the matter in the light in which he did, enabled him to succeed in an undertaking where most would have failed. I believe the whole railroad industry east of the Mississippi River is indebted to Mr. Willard for his efforts to obtain the five per cent. increase for the railroads. Our traffic vice-president, Mr. Randolph, has also devoted attention to the general situation. He is chairman of the Trunk

Committee, in addition to his duties in caring for the traffic on the Baltimore and Ohio, and has given much time to trunk line matters in New York, which affect all lines.

Mr. Shriver, second vice-president and head of the accounting department, rendered valuable service in the rate hearing as chairman of the accounting committee of the eastern railroads, while Mr. Thompson, our chairman, has been recently elected to the vice-presidency of the American Railway Association, a position of great honor.

There are other Baltimore and Ohio men, who, in addition to their regular duties, have contributed to the general welfare of the railroads. Our chief engineer has built a monument on the road, which will long stand to his memory. Mr. McCarty has given a great deal of time to passenger matters, with a view to keeping things on an even keel and generally strengthening the passenger rate situation. Mr. Syze, of the Staten Island Lines, as president of the New York Railroad Club, has materially aided in the work of railway research.

As to our relations with the public —the subject assigned to me. I know that I voice the sentiments of the president when I urge you to deal fairly, openly and justly with the public. He has expressed himself emphatically to me in this wise many times. Do not forget that the public pays our salaries. They are our friends or our enemies, just as we choose to make them, and are a party to any controversy or transaction in which we are engaged. They are entitled to fair and just treatment.

I fear sometimes that we lose sight of the fact that the good will of the public is necessary to our welfare—a valuable asset. We should cultivate that good will. I know — perhaps as well as any one in the room—that the public has strange ideas about the railroads, caused partly by ignorance and partly by that trait of human nature which tells people to get the greatest possible return for their money. That is the situation we have to meet, and the officer or employe who meets it best is the man who is most likely to succeed and to be recognized. There is no limit to the amount of credit that the public thinks the railroads possess. They believe that we have "money stacked in bales" and do not hesitate to ask for any kind of service—additional trains, additional terminals and for contributions of all sorts.

But in 99 cases out of 100 if you will go to a man and explain the situation he will be reasonable. There are exceptions, of course, but not many. We can settle, fairly and amicably, almost any question that arises. Avoid the controversial spirit. I want to impress upon you that the public is our "Siamese twin," that it is just as closely bound to us commercially as the Siamese twins were joined together by a bond of flesh.

In dealing with the public we should go further than a plain "yes" or "no" in answer to a question. When a man comes to your office and asks for information, you have a great opportunity to talk with him.

The business man is often as ignorant of our business as we are of his, and we should treat his questions in that light. If you were in the traffic department, and had to solicit business, you would find how difficult it is to see people; they often haven't time to talk with you. So, when you do get a good chance to talk to a man, give him the information he asks for, and give him something more. If a prospective passenger wants to know if No. 5 is on time, or where it makes connections, there is something more to give him than the bare information asked. For instance, No. 5 is now a new steel train, has an observation car and passes many points of historic and scenic interest. By telling him things of that sort you will make him think that we are good people, and he will probably decide to use our railroad. If the operating men had to go out and solicit business, they would find that it is a difficult proposition; they would meet unreasonable people—but this has to be done if we are to get business. If, on the other hand, the traffic people would investigate our operating problems

they would, no doubt, better understand some of the difficulties experienced in getting trains over the road in cold and stormy weather, and the many other questions that face our transportation officials. If the operating people and the traffic people knew what each had to contend with, cooperation would be easier and closer. The wall between them is breaking down, and I am glad to say that there is much closer cooperation than formerly. Our operating people are doing their best to facilitate movement and otherwise aid the traffic people in securing business.

The fact that much has been accomplished does not mean that we should stop where we are. We must forge ahead by getting a more intimate understanding of each other's problems. Competition was never so severe as it is today. We have a new trunk line in Baltimore, which will naturally take away a part of our business. Another railroad out of Chicago has double-tracked its line within the past year and is now strongly competitive. We have the electric line and the automobile bus between Washington and Baltimore to compete with, as well as the Pennsylvania Railroad. The fare by the steam roads is one dollar; then comes the electric line at eighty-five cents, and now the bus has reduced the fare to seventy-five cents. The bus takes you from a hotel in Baltimore to a hotel in Washington, saving street carfare at both ends. Mr. McCarty, our passenger traffic manager, has not asked me to say anything on his behalf, but I want to ask you to hold the business for the Baltimore and Ohio, by courtesy and by every other means within your power.

Consider the milk business within sixty miles of Washington, where auto trucks now run to take up the milk at the farmer's gate and haul it to the city. Our milk business, carried in baggage cars, was worth $365,000 last year, or $1,000 daily. Now we find that within fifty or sixty miles of the great cities the automobile bus is taking a great deal of this and other business. So I ask you to use all the influence you have, and the influence of your friends, to secure business. Here is an illustration of what I mean. A gentleman with whom I talked on the train coming from New York last week, told me that two of our locomotive engineers had come into his store in Connellsville, to solicit his business. He said, "I want to tell you about the better feeling on the part of your employes, two of whom have come into our store soliciting our business." Such a thing was unheard of in the past.

Each one of our employes has some influence. If you can give Mr. McCarty a passenger to Chicago at $20.00, it does not cost the Company much if anything additional to carry him there, unless we have to put on an extra coach. Every additional passenger, without having to put on additional equipment, means mostly a clear profit. There is no reason why you can't get the passengers. We have as good service as any other road. Trains Nos. 5, 6, 7 and 8 are as good as any in the world. Our time may not be quite so fast, but our service, our scenery and our equipment is as good as the best. The same is true of the freight business. I am much interested in No. 97. It has been restored to its former schedule, and we are leaving New York later than we did. I am sure you gentlemen will get that train through on time, so that we can secure our share of the business.

It is interesting, as I ride over the road, to see what improvements have been made, how much it has been changed, how people comment favorably on the service. I came west to Pittsburgh with the chief engineer of one of the greatest railroads running out of Chicago. This gentleman said that he had watched our betterments and believed that we had made greater improvements on our road during the last two years than any line east of Chicago. We want to pass that word along, and to do everything we can to increase the business of the Baltimore and Ohio. Every man here should come as near filling his place as our president does his, and we should all work just as hard as he does to develop, increase and improve the business. Let us all work with an eye to increasing our business, improving conditions where we can and otherwise help in the upbuilding and development of our railroad.

Prize Story Contest For Employes

ALTHOUGH we are indebted to our own employes for most of the material published in the Magazine, they have sent us comparatively little fiction. But we believe that there is a good deal of undeveloped literary talent in our railroad family, and, with the object of developing and encouraging it, the Company has authorized us to offer a prize of ten ($10.00) dollars each month for the best story submitted.

The Following Conditions Will Govern

1. Stories must be written by an employe or the wife or child of an employe.

2. Stories may deal with love, adventure, mystery, sacrifice or heroism. Good humorous stories are always acceptable. Railroad stories are probably the most interesting to railroaders, but it is by no means essential that your story be this kind.

3. Stories may be of any length, but those of from 1500 to 3500 words are especially desired.

4. Write on one side of the paper only and number sheets. Be sure to allow plenty of space between lines. If possible use a typewriter.

5. Manuscripts should be addressed to "The Editor of the Employes Magazine, Camden Station, Baltimore, Md." The first page must bear the title of the story, but not the author's name. Enclosed with the story must be a sealed envelope marked "Prize Story Contest," and with the title of the story written plainly on the outside. Inside the envelope give your name, address and position. If not an employe, state whether you are the wife or child of an employe and give full information regarding his position.

6. All stories received by the 5th of each month will be considered for the prize of the following month. For example, a story received on April 5 would be judged for the May prize. Should it be received on April 6 it would be judged for the June prize. Should two or more stories of exceptional merit be submitted in one month, the best one will be awarded the prize and we reserve the right to hold over the other, or others, to be judged with the stories submitted for the next month's prize. The right not to award a prize, should no stories of sufficient merit be submitted, is also reserved.

How the Stories Will be Judged

The story selected will be the one which, in the editor's opinion, will be of the greatest interest to the readers of the Magazine. While due weight will be given to literary value, it will not be the determining factor. Any changes that are considered necessary will be made in the office of the Magazine.

Each month's prize story will be appropriately illustrated by the Magazine's staff artist.

NOTE.—A short-story is not a joke, an anecdote or an epigram. There must be at least two characters and a plot, the development of which logically leads to a climax.

The Power of the Record

By E. J. Jones

Chief of the Bureau of Employment and Discipline

ALTHOUGH he gave his wife the cheery greeting and hearty kiss with which he had saluted her every morning for the last thirty-three years, Matty Hanson looked worried. For more than thirty years he had driven an engine on the Baltimore and Ohio, many of them hauling fast passenger trains, and it was a slogan with his fellow workmen that you could tie to Matty for a safe and sure run. His officers always felt confident when he was at the throttle, being assured that the train was in careful and strong hands. During the preceding night, however, he had been responsible for a bad accident, and although he had assumed the responsibility and admitted his neglect, he, himself, could not understand how he had failed to take the necessary precaution which would have prevented the accident. But there were the facts—staring him in the face, the pile of bent and twisted steel, a silent but eloquent witness of his relaxed vigilance. His voice was broken and hollow, therefore, as, after carefully placing his dinner pail in its accustomed place, he remarked, "Well, wife, after all these years I certainly mixed things up last night."

Mrs. Hanson was assisting her husband remove his overcoat. Her face went white, but she hung the coat upon the peg before she answered.

"If you did, it wasn't your fault, Matty; of that I'm sure," she said proudly. "There isn't a more careful engineer or one with a better record on the whole railroad."

Matty shook his head sadly.

"It's entirely up to me, Julia," he replied, "and I have no intention of trying to side-step the blame. As you say, I have the reputation of being a careful man and my record is a good one, but last night I slipped up—didn't take the proper precautions and caused a big loss to the Company. I can't explain how or why I did it. By gum, it's tough! In another year I would have been retired on a good pension and we could have finished our days in comfort. As it is now—well, I've been ordered to report to the superintendent this afternoon, and I guess it's 'good-bye' to both my job and the pension. I don't mind for myself, but it's pretty tough for you, old girl." And he and his wife passed an anxious, unhappy time until the hour at which he was to report to the superintendent.

In the outer office the old engineer, who was liked by everyone who knew him, received many a word of sincere sympathy and many a wish that things would go well with him. But under the forced cheerfulness, Matty could see that the speakers all thought that his case was a hopeless one.

"Well, Matty," said the superintendent, when the engineer, nervous and downcast, was ushered into his office, "that was a bad accident you had last night. Who's fault was it?"

Matty's voice shook a little, but he was true to his habit of always speaking the plain truth.

"Mine, sir," he replied. "I can't explain how it happened or why I was such a fool, but the smash-up was caused by my own carelessness. It's the first time, sir—I've always been a careful man."

The superintendent, smiling a little, pointed to some papers on his desk.

"Matty," he said, "I have here your account with the railroad. It is your personal continuous performance record. That is your balance sheet—the history of yourself as the railroad record knows you.

"Until last night all the entries were on the credit side. Here is one, made almost twenty-five years ago, which tells how, by superior judgment and rare presence of mind, you saved us from a bad wreck. Here is another one that tells how you went out of your way to save the Company's property. We'll skip a few. Here is the last one—placed on your record by an executive officer—commending your general high standard of efficiency.

"Against these credit entries you have just one bad mark—last night's wreck. The officials of the Company have decided that the good deeds you have been laying up all these years more than balance that one blot. We are going to retire you on a pension, Matty."

The old engineer could not speak for a few moments. The sudden good news, relieving him of the load of worry for the future, was too much for him. When he did find his voice sufficiently to thank the superintendent, his eyes were suspiciously moist.

"You have no one to thank but yourself," said the superintendent kindly. "Your record is a history of long and faithful service, and to that alone do you owe the decision of the Company. If in the past you had not shown a disposition to work for the Company's interests, I would have had a less pleasant story to tell you. Now I am happy that *your record has found you out.* Good-by and good luck, Matty."

Matty was eagerly questioned in the outer office.

"I've got my pension," he replied to the queries as to how he had "made out." "Now I'm going home and tell Julia that we can finish our days in comfort, after all. Things looked pretty dark for us when I left home. I tell you, boys, it's a great thing to have a good record."

The Public spends its money where it gets the best treatment

Stuart A. Allen, Manager

Continental Fast Freight Line

New Ideals in Police Administration

The Public's Misconception of the Hobo—the Menace of the Yeggman

By Edmund Leigh

General Superintendent of Police

"To preserve the peace, to enforce the law, to protect life and property, to prevent and detect crime and to arrest violators of the law."

MANY good American citizens recall the horror they felt at merely hearing of the movement of Coxey's hobo army. The writer recalls the most violent harangues made by usually quiet persons when mention of that picturesque body was made. Then again, within the last two years, we all remember the movement of another body of this kind known as "Kelley's Army." This army started from the Pacific Coast a thousand strong. About 160 of them got as far as Grafton, W. Va. Then captain James Campbell, of the Baltimore and Ohio Police, assisted by two or three of his policemen and the station force, assembled the army upon the station platform, and arrested them. He ordered them to "fall-in, column of twos, right face and forward march," and marched them into the jail. However, the magistrate released them the following morning and they continued on their way to Washington. At this time Major Sylvester, then in charge of the Washington police, and other offices along the line of the Baltimore and Ohio, were keeping the wires hot with inquiries as to the whereabouts of the army. The brevity of the capable "Jimmy" Campbell's report is comparable to Paul Jones' historic "We have met the enemy and they are ours." He wired to headquarters as follows:

"Arrested Kelley's Army. Court disposition later. CAMPBELL."

Could a big job have been better handled?

Coxey's and Kelley's armies have passed into history and almost into oblivion, but like "John Brown's body" of the Civil War song, their spirit marches on.

It seems strange that a country-wide interest could be aroused by a thousand tramps marching on Washington under leadership, with some semblance of organization and a rude kind of discipline, while many other thousands, the railroad hobos without leadership, organization or discipline, are continually waging guerrilla warfare against organized society in every county of our land. Whether in organized bodies of a thousand, in gangs of a dozen, in pairs or alone, the hobo lives off the land. He saws not, yet he must eat. The farmer must provide his provender, and the town, his place of abode, so long as "King Hobo" needs food and lodging. The passing citizen must share his money and the lonesome housewife must serve his wants and stand his insults and abuses. The "barrel house" provides him with a sleeping place and the railroad with

transportation, plus such other valuables as may please his fancy.

Good American citizens in every community of the land read the story of the hobo in their local papers. Quite frequently it is told in the trite statement that "officer or constable so and so arrested him and the judge gave him twelve hours in which to leave town," or some similar phrasing. The good citizen compliments himself upon the efficiency of his local government, and goes to bed with a feeling of security and safety. Unlike the railroad policeman, who has a number of states, each containing many counties, under his observation, the ordinary citizen and his peace officers do not get a large perspective of the hobo question, and therefore do not realize that while one hobo is being sent on to the next county, another officer, in another county, is perhaps directing more than one to their county. And, as railroads are unable to collect either fare or the value of goods stolen enroute, friend hobo does not mind this little change in the field of his operations. So the nefarious work goes on, and will continue to go on until county judicial officers cooperate with the railroad police, instead of "passing the buck." What Mr. Hobo needs is "time with labor." For the hobo's most hated enemies are soap, water and work. His greatest friends and allies are rum and general depravity. He has been proved guilty of every form of crime on the calendar, except high finance, and he is especially proficient in trespassing, larceny, both petty and grand, arson, highway robbery, rape and other crimes of the most ghoulish nature. And in spite of sure proof that the hobo is not only a nuisance, but a positive menace to the public good, thousands of them are preying upon law-abiding American citizens, and, with a few exceptions, the system of "passing them on" is the nearest approach to a remedy that has been attempted.



A STRIKING TYPE OF THE DEGENERATE CRIMINAL HOBO

The writer remembers an instance of this nature that occurred in Salt Lake City not many years ago. Under police headquarters was a large room, without furnishings but warm and dry, used for sheltering the homeless. During one cold wave over a hundred vagrants, driven off the road by the weather, were gathered in this room. The writer closely observed them for a period of ten days and marked fifteen young men who appeared to be in perfect physical condition and well able to work. The attention of the chief of police was called to these particular young men. He selected the chosen few, locked them up and the next morning arraigned them before the magistrate. With few exceptions the prisoners had made a tour of the country, from the Atlantic to the Pacific, and were returning east. The magistrate very solemnly warned them, and gave them a "floater," which means twelve hours in which to get out of town. The next morning the order was carried out and when the favored freight train arrived in the yards everyone of these fifteen men boarded it. Cities east or west of Salt Lake are at least five hundred miles distant, and I leave the manner in which the men subsisted to the imagination of our readers.

On account of the depredations committed by hobos, our railroad police are compelled to handle this evil in some manner other than "passing the buck"

or "floating" them. The importance of finding some satisfactory method of dealing with the problem was evidenced at the last railroad police chief's convention, when "The Federation of Peace Officers" was formed. The general opinion was that the first thing that should be striven for in a legislative way was a Federal law on the subject of railroad trespassing, something similar to the "Hepburn Act" on interstate shipments.

The few communities that have made a sincere effort to cooperate with the railroad police in applying corrective measures have profited greatly, both in a moral and in a material sense. While serving sentences of from thirty days to one year, hobos in these communities have built miles of roads, assisted in sewer construction and lowered the cost of janitor service in city and county institutions. In many ways, they have been a positive economy to, instead of a burden upon the community. The hobo who is so dealt with, and who is really obliged to labor, will forever shun that locality. One small town on our road takes ten, and only ten prisoners from us each month and puts them to work. This town is becoming so well-known in Hobodom that its street cleaning commissioner, who has charge of these ten men, will warn our local captain that the time of some of these thirty day termers is about to expire and that some new hobos are needed. Often they release a man a few days short of his term, so as to make room for another who will have to serve for the full thirty days. In this way they insure a supply of labor.

With their opportunities of seeing the hobo in more than one place, and under many different conditions, railroad officers are often in a position to contradict the plausible story of the arrested hobo, and to shatter his carefully thought out alibi. This service is of immeasurable value to a community where some such character has committed a serious crime.

So much maudlin stuff has been written about the hobo by "A No. 1," "Schedule K," Josiah Flynt, Jack London and other authors with socialistic views, that many otherwise well-balanced people have become possessed of the idea that the hobo is usually some poor fellow driven to the wall by the pressure of unfair social conditions—a cross between a martyr and a hero. But men who have full knowledge of the crimes committed by these vile beasts (and most of these hobos are) as they wander about the country, are almost nauseated by the tolerance in which they are held. And if the well meaning people who have been "taken in" by this class of literature knew of the cases of rape of lone women, and of crimes against boys, so heinous that they cannot be described, their opinion of the innocent looking, hard-luck-story-telling hobo, would change.

This spirit of tolerance toward these criminals is also in evidence among some of our freight trainmen, who permit them to ride without question. Some little time ago two railroad policemen were assigned to the duty of riding freight trains over a certain territory where frequent robberies had occurred. Our men, dressed in disreputable-looking old clothes and begrimed by the smoke of the tunnels, looked the hobo part that they were playing. Their report was more or less discouraging. In one instance, when



A HOBO WHO HAS SERVED TIME FOR TRAIN WRECKING



YEGGMEN LAYING OFF IN "THE JUNGLE." ALL THESE MEN ARE WELL KNOWN TO THE POLICE

they had ridden with the same freight crew three times, one of our men, fearful of detection by the brakeman, who was coming over the top of the train, swung to the ground. Whereupon the brakeman very solicitously inquired of the other supposed hobo—"what has become of your buddy?" This kind of service on the part of our train crews does not help us in the suppression of this nuisance. Of course, this is not the general attitude of our men, but they could do much more than they now do to help us.

Almost every person riding in our passenger trains or working on our railroad system is familiar with the hobo camp. It is usually just off the right-of-way and in consequence out of the jurisdiction of the railroad police. There they are, gathered about their fire, laying off in the "jungle," as they call it. Some old tin cans furnish them with kitchen utensils and a few vegetables, stolen from some nearby farm, or from freight cars, and a ten cent bone from the small country butcher shop, boiled together, constitute what the hobo calls "slumgullion." This, with some "punk" (bread) obtained from a frightened housewife and some stolen coffee beans pounded in a tin can with a piece of iron like the old-fashioned iron coupler pin, constitute a mess that the hobo will lie around for three days at a time. Especially is this so when they have stolen thirty or forty dollars worth of shoes, or some other merchandise, which they peddle around small towns and for which, at the most, they will obtain five dollars. This wealth affords them an opportunity to camp near some town and go on a drunken debauch for as long a time as the money lasts. These are the dangerous periods for the small boy and the lone woman.

Do not let us confuse the "yeggman" and the hobo with the "bundle stiff." The hobo is usually a mental defective, who will not work and who wanders around the country until such times as he runs foul of the rock pile, or the road gang, or until pneumonia or some other

disease brought on by his mode of life, or a misstep while attempting to board a freight train, winds up his earthly career.

The "bundle stiff," by his willingness to work, so often offers so clean a bill of health to the entire hobo tribe that many people credit trampdom generally with this quality. And that is his greatest crime. He is usually not a "bad" fellow—rather an itinerant workman who carries his worldly possessions, usually a few clothes and some bedding in a bundle, and travels from one construction camp to another. He is very rarely a criminal, except that he violates the transportation laws.

The yeggman is the most intelligent, the most courageous and the most dangerous hobo. His tramping is usually limited to flights from one large city to another. In every railroad junction town and in every large city there is a yeggman's rendezvous. Here the yeggman will find awaiting him his express bundle, forwarded by himself, perhaps months before. Here he also gets his mail and disposes of the loot (postage stamp, etc.) that he has accumulated on his trip. These places are all known to the police and are usually liquor stores with cheap lodging houses attached. In these dens the yeggman, when he is flush, is indeed "King of the Hobo's." He spends his money freely and enjoys a general debauch until lack of funds forces him to set out on another campaign against society.

The yegg outfit usually consists of three or four men and one to two boys, and, in some instances, a woman. There is the leader, usually known as the "soupman" and two or three assistants. But the greatest aid to the operations of the gang is the boy, known as the "gay-cat."

And right here is the great tragedy of the situation. The "gay-cat" is usually some poor little crippled chap, picked up around a railroad town after he has lost a leg or an arm "flipping" cars. Or perhaps he is some hunch-backed or other-



WHEN OUR POLICE RAIDED THE CAMP A FEW MINUTES AFTER PICTURE ON OPPOSITE PAGE WAS TAKEN. YEGGMEN ARE DANGEROUS CRIMINALS, AND MUST BE HANDLED WITHOUT GLOVES

wise deformed, white-faced, forlorn looking youngster, for his chief value to the yeggman lies in his ability to excite sympathy, pass as a mendicant or sing a pathetic song in low saloons while making a survey of a town.

In the old days, when juvenile delinquents were herded in with older and more hardened criminals in corrective institutions, yeggmen would often hang around a town for several months, waiting for the release of some unfortunate boy who had caught their fancy. If the "yegg" was successful in getting the boy the lad would henceforth be known, in the parlance of the hobo, as so-and-so's "punk," and the yegg, if mentioned by other than his usual hobo name, as the boy's "jock." Certain phases of this relationship between the yeggman and his "punk" cannot be more than hinted at in a publication of this character, but heaven pity the unfortunate boy who falls into the clutches of one of the inhuman fiends! The writer has in his possession a photograph of the mutilated body of one of these boys, tortured to death by a gang of yeggmen for some real or fancied act of treason against them. If it were possible to publish this proof of the cruelty and depravity of these men, less sympathy would be wasted upon them.

While the gang is laying off in the "jungle" it is the duty of the "gay-cat" to hobble down to the town and locate the blacksmith shop, garage, livery stable, the constable or deputy constable's residence, and the bank or factory, and to gather other information of value to the gang. In view of the necessity of a quick "get-away," particular attention is given to sidings, water tanks, etc., where freight trains stop. The local blacksmith shop usually furnishes sufficient tools; the livery stable a conveyance and horse blankets for deadening the sound when the safe is blown; and, in late years, the garage has often been raided for an automobile, a means of a quick get-away somewhat superior to the freight train. Other duties of the "gay-cat" are to locate the explosive box at construction camps and to steal a few sticks of dynamite. This is broken up in a tin pan or soup-plate and the nitroglycerine is extracted by the dynamite being pulverized in alcohol. This explosive, the "soup," is usually carried by the leader in one of his upper vest pockets. Thus he gains the name of "soup-man." This "soup," together with a piece of ordinary yellow soap to smooth over the crack of the safe door, and provide a cup into which to pour the nitro, is about all that is required for successful safe-blowing.

The yeggman is a dangerous criminal. It is the boast of them all that they will "shoot their way out" when cornered, and they often make good this boast.

In yeggdom a legal name soon loses its significance. Hence we have such nicknames as "Cincinnati Red," whose original name may have been John Jones. He is redheaded and comes from Cincinnati; hence, a monniker known the country over. Then there is "Denver Hop," who has a perceptible hop in his step and comes from Denver, and "Florida Shine," a negro from Florida. (All negroes in the yegg world are "Shines.") "Frisco Slim" is an elongated "soup expert" from San Francisco. By these names the yeggmen are known from coast to coast. The stamp of the yeggman used to be a small round spot, burned with acid on the back part of the forearm, a few inches above the wrist. A few years ago no yeggman was a yeggman until he had such a mark. But as this worked against them, through the knowledge the police had of the practice, it is fast dying out.

In some instances yeggmen have as a companion what is known as a "high-heel," usually a degenerate woman who travels cheaply from town to town, keeping in touch, as well as she can, with her yeggman paramour and at times (and sometimes very successfully) acting as a "gay-cat." To this end they sometimes don the garb of sisters of religious orders. At other times a shoe with a very high heel is used, causing the wearer to limp. From this practice the female of the yeggman species became known as a "high-heel."

The winter of 1914 was a hard one for the deserving and respectable poor, and

charitable people did everything in their power to alleviate the condition of the unfortunate. As usual, the professional parasites, including the hobos, took full advantage of this generous spirit and passed the winter in comfort. In New York, an unusually intelligent hobo named Jeff Davis conceived the idea of a hobo's hotel, which was christened the "Hotel de Gink." The papers gave this enterprise much publicity and Jeff



DAVE NESSELROAD, ALIAS "RAVENSWOOD KID," A TYPICAL YEGGMAN, CAPTURED BY OUR POLICE, WHO HAS CONFESSED TO BEING IMPLICATED IN EIGHTEEN SAFE BLOWINGS

Davis apparently found it profitable. At any rate, he was the manager and leading spirit. Over his desk in the "Hotel de Gink" was a large picture of a freight car, labeled "Model 1914." The inference is plain and is a good indication of the esteem in which the hobo holds our railroads as a means of travel from the scene of one crime to the scene of another.

But the use that hobos and yeggmen make of our railroad is even more clearly evidenced by the following statement, made and sworn to by two of a number of yeggmen who were arrested by the Baltimore and Ohio police at Columbus, Ohio, Parkersburg, W. Va., and San Antonio, Texas, while our men were in pursuit of the robbers of train No. 1. The following is quoted verbatim from a statement made by Lee Lester, in Columbus, on November 13th, 1915:

"About the 7th of November, 1915, I robbed a post office at Oak Hill, Fayette County, West Virginia. I secured $1252 in stamps and about $150 in money. There were three men with me in this robbery. I do not care to say how we went to the post office, but I will say that I left on a *Baltimore and Ohio freight train* going to Thurman Junction. I do not care to say whether any of the rest of the gang went with me or not."

Lee Lester has since been found guilty and is serving a term of eleven years in Moundsville. He was one of five men arrested by Baltimore and Ohio police when they raided a flat in Columbus, and secured upwards of 200 pounds of tools, 500 detonating caps, electric lead wires, four automatic revolvers, flash lights and two quarts of nitro-glycerine.

Now let me quote from the confession of another man, David Nesselroad, alias the "Ravenswood Kid," arrested at Parkersburg, W. Va. The confession was made on November 20th, 1915. Nessel-

road has been indicted and is now awaiting trial at Huntington, W. Va.

"A man who went by the name of Slim Hager, of Bellaire, Ohio, Lee Lester and myself went to St. Mary's, W. Va., to rob the post office at that place, but on account of being afraid to pull the job we decided to rob Mose Coran, a Syrian, who ran a store nearby. Lee Lester entered the store, leaving Slim Hager to watch a house where there were a lot of Italians living and I was the outside man; it was necessary to put off three shots before safe was blown open, each time the shot was put off Lester appeared with the smoke and on each occasion I compelled him to go back to complete the job, the third shot was successful, blowing the safe to pieces and I thought the whole town had been awakened by the shock. Lee said he secured $66.00; my share was $22.00. (Afterwards we understood that considerable more had been overlooked, having been left on the floor of the store.) We then went about a mile above town and later returned to St. Mary's and jumped a *Baltimore and Ohio freight train* for Parkersburg."



LEE LESTER, A YEGGMAN CAUGHT AND CONVICTED BY OUR POLICE AND NOW SERVING A TERM OF ELEVEN YEARS

Fellow Yeggmen refused to ride on the same freight car with him because he was so reckless in handling the "soup"

I have quoted the foregoing statements, as they were partial confessions of eighteen safe blowings,—sixteen post offices and two Baltimore and Ohio agency safes—and my reason for speaking of these two is that in them, as in all of the other sixteen, the freight train was the means of going to, and escaping from the small town where the crime was committed. Nesselroad quite humorously said that he would never travel on the same freight car with Lee Lester, as Lester was so careless with the "soup" (nitro-glycerine). He said that on one occasion Lester had an unusual quantity of "soup" on him and while attempting to board a freight train slipped and fell, yet Providence was merciful (?) and there was no explosion.

The writer feels that he has gone far afield in writing the foregoing, but when one considers that this condition has existed for many years and that there has been no intelligent or comprehensive scheme formulated for the suppression of this evil, it is apparent that it is high time that we get into step toward a better control of the situation. Last year the Baltimore and Ohio police made 20,000 arrests. Of these, 13,000 and some odd hundred were for trespassing. Among the 13,000 there must have been many yeggmen taken, yet we had not the means at hand for their proper identification. This difficulty we shall soon overcome by schooling some of our men in the finger impression method of identification. And, if we can prevail upon local justices of the peace and magistrates to hold these trespassers when our officers indicate to them that they have a criminal in their custody, we shall very soon be returning these yeggmen to the jurisdiction from whence they have fled. In this way we shall at least make Baltimore and Ohio railroad trains and the Company's property dangerous ground for the hobo. And knowledge of this kind spreads like wild-fire in the thief world.

It would be a revelation to Americans to know the difference in the attitude of the public toward railroad property in European countries. There one may

travel for many days and never see a trespasser. Even in our neighboring country, the Dominion of Canada, trespassing on railroad property is punishable by a penalty of three months in prison. The writer's experience in Ireland illustrates this point. On one occasion I started to cross a single railroad track, near a small country station, heard a "Hello" and saw a man in uniform running toward me. He explained that I was violating the law, and that I was liable of being killed. So very sincere was he that I was impressed, and immediately got off the track. Yet I was in the neighborhood of the railroad for the balance of the day and did not see a single train go over the rails. So much for respect for the law and for "SAFETY FIRST" in Ireland.

Two recent incidents illustrate the manner in which train crews can assist our police. A conductor on the Philadelphia Division observed a seal broken on a car. He immediately called up the police department at Baltimore and notified them of the fact. The Baltimore police department called Philadelphia (which was nearer the situation of the car) and our captain there, D. C. Elphinstone, with an assistant, went back over the line between the points where the observation of the good seal had been made and where the broken seal was noticed. With rare good judgment he apprehended two young men, both wearing new shoes. Further search in the vicinity brought to light a box of shoes, hidden behind a pile of ties. The prisoners were held, the shoes they wore matched up with those in the box, and the box matched up with the rest of the shipment, and the suspects were convicted. In the other instance a brakeman, while walking alongside of his train, noticed steaming breath coming from a box car which should have been sealed. He passed on, apparently taking no notice, but saw two men inside the car. With splendid resourcefulness he pushed the door closed and hooked it, and immediately wired the police department at Cincinnati. The car was met, the two prisoners arrested, the car found to be rifled and eventually the prisoners were convicted. Needless to say, personal letters of congratulation were sent to both of these trainmen and we made sure that their superintendents were apprized of their valuable services.

It would be easy to write at much greater length of the many things yet to be done and of the good already accomplished by the railroad police service. Every railroader knows how many miles along the right-of-way are efficiently policed. Every day the office of the general superintendent of police receives inquiries and requests for aid and cooperation. Many criminals are apprehended while on our trains, while in flight from the scene of a crime, but we are not looking for commendation from the police departments for whom we make these arrests.

It should not be forgotten that the railroad policeman while guarding the Company's property is also guarding the homes and families of many railroad men who live near the right-of-way or yards. So we ask the cooperation of all employes in keeping our trains and yards clear of worthless characters.

As it is their daily work, our patrolmen do not feel the thrills and qualms that an inexperienced person feels when approaching one of these characters, but I firmly believe that any brakeman and conductor can keep his train clear of hobos without harm coming to him, by simply asserting his authority and doing his duty.

Wanted

IF THERE are any copies of the February issue now undistributed please wrap carefully and return to the Editor, Room 300, Camden Station, Baltimore.

The Company Needs Skilled and Unskilled Labor

MACHINISTS FOR

Erecting Shop, Roundhouse and Backshop

CAR BUILDERS AND CAR REPAIRERS

LABORERS FOR

Track, Motive Power and Stores Departments

If you know of men qualified for and desiring work in any of these capacities, have them get in touch with any of the following offices:

BALTIMORE .....Principal Labor Agency, 225 West Camden Street; S. W. Whitaker, Labor Agent.

LABOR AGENCIES

NEW YORK.....William Smith, Labor Agent, Pier 7, North River, Manhattan.

PHILADELPHIA .....C. H. Lobinger, Labor Agent, 519 South 11th Street.

CINCINNATI.....P. Duffy, Labor Agent, 4th and Smith Streets.

ST. LOUIS.....E. Amsrud, Labor Agent, c/o Baltimore and Ohio Southwestern Railroad.

CHICAGO .....Louis Citro, Labor Agent, 108 South Canal Street.

Applications for positions as stores or track laborers may be made to storekeeper or division engineer located at each division headquarters.

Applications for motive power positions should be made at shops located as follows:

PHILADELPHIA (East Side)..Apply to Labor Agent, 519 South 11th Street.

BALTIMORE .....Apply to Labor Agent, 225 West Camden Street.

BRUNSWICK	CUMBERLAND	KEYSER
GRAFTON	PARKERSBURG	FAIRMONT
BENWOOD	HOLLOWAY	LORAIN
CLEVELAND	NEWARK	CONNELLSVILLE
GLENWOOD	NEW CASTLE JCT.	GARRETT
SOUTH CHICAGO	CHILLICOTHE	SEYMOUR
WASHINGTON, IND.	FLORA	EAST ST. LOUIS
DAYTON	LIMA	

Facilities are at hand at many places for boarding men and arrangements are under way for additional boarding facilities.

If employing officials are not in need of men who may apply for work, they will refer all applicants to the principal labor agency at 225 West Camden Street, Baltimore. That office has a full report of all labor requirements and can give positions to all suitable applicants.

How Good Results May be Obtained in Station Operation

By G. H. Singer

Agent—East St. Louis

PRACTICAL demonstration has proved that the theories advanced in this article are correct. Under the same system, with proper supervision, good results may be obtained in large or small offices.

There are ten things actually necessary to obtain good results in station operation. They are—

1st. Experienced employes.
2nd. Organization and system.
3rd. Correctly filed records.
4th. Proper supervision.
5th. Discipline.
6th. Instructions.
7th. Absolute fairness and honesty with all employes.
8th. Fairness and honesty on the part of all employes toward their fellow-employes and the Company.
9th. Solicitation among employes of suggestions on the shortest and best methods for the improvement of system, and the favoring of discussion of tariff rules.
10th. Safety first; not last or least.

Care should be exercised in the selection of employes. For the lowest clerical position in terminal offices, applicants should have at least three years of local office experience, at a terminal or one of the larger stations. Clerks with hustling qualities are required. These qualities can usually only be obtained by early training at such stations. Those from general offices and small stations do not receive the kind of training necessary. A clerk in a local office must "dig" hard all day. You say "it is impossible to get such clerks"; but we have found that it is possible if you carefully select your messengers and train them for as long a time as possible. Your employes must have experience. Note the character of all those working under you, and weed out those not up to the standard. Use the same method with those who do not seem suitable for promotion, and with those who seem inclined to shirk.

Organization and management are of the utmost importance to the success of an office. The agent must give them his personal attention. The cashier, chief clerk, assistant cashier, depot foreman, or any other man selected for the supervision of any department, must give never-tiring effort for the good of his department and of the office in general.

Petty jealousies between departments should not exist. We are all working for one cause and should be united in our efforts. If the chief clerk can bring his department up to a high standard and show good management and judgment, the cashier, assistant cashier and depot foreman should not feel that they have been out-generaled. If the cashier department's work is bad, it increases the work of the operating side of the office and of the depot foreman's force. Should the chief clerk's or operating department do poor work, the cashier's department suffers.

Get the best clerks you can—those better posted than yourself, if possible. Our officials look for results. When we get to the point where our office and depot forces feel that they have conquered, and are in a better condition as to efficiency and cleanliness of surroundings

than other lines in their town, we will feel repaid for the long hours of worry to which we have been subjected. Agents, when they place responsibility upon department heads, should give these department heads personal support, so that the employes will know that these heads are to be respected. The agent, of course, should keep in close touch with the work and dictate the changes and policy.

Carefully filed and properly indexed records are worth from six to twelve clerks to a large station. This is a large saving. Without correct filing and quick reference to records, hours of time may be lost daily by each clerk. This means heavy expense, as without the correctly filed records additional clerks are necessary.

Strict supervision should be maintained at all times by the head of each department, and there should be a general close supervision by the agent. Never let an error pass without calling attention to it. Errors will be made, and when known of, can be eliminated to some extent if a practice is made of never passing them without comment.

Bill clerk and freight bill clerk positions should be given close attention, not only by agents, but by officials. These are very important positions, but they seem to receive little attention. A poor bill clerk force will cause an enormous amount of work, not only in the office employed, but in other stations and general office departments. Bill clerks' and freight bill clerks' errors create work for every employe of a station, from agent to laborer. They create loss and damage, overs and shorts, astrays, claims, loss of traffic, delays, detention to cars, per diem, burden to wires, endless tracers and almost everything in the calendar that is bad. Every attention should be given these two positions, and every clerk should study them. Men capable of filling them are valuable and are always in demand. The day when each bill clerk was a rate clerk is passing. If freight is billed correctly, it is not necessary to revise the billing at destination of waybill. Why not improve the billing force and do less revising at destination? Bill and freight bill clerks should be given time in which to properly do their work. In other words, it should not be how cheaply can it be done, but how well can it be done. Almost any bill clerk can save or lose an amount as large as his salary in loss of revenue, claims, per diem, delay to freight, overs and shorts. The same will apply to freight bill clerks. An agent is always anxious to improve and to adopt the latest methods. Sometimes, if good judgment is not used, this is a mistake.

Why put in machines if you can get better results by hand? Get a cheap machine clerk and you pay for it doubly in some other way. Why do piecework on waybills or freight bills if you can get better results by monthly salary? Why take off two or three freight bill clerks to make a showing in expense reduction when you are actually creating greater expense? A clerical force of five, reduced to three to show a small decrease in expense and possibly a slight increase in piecework, may cause delay to freight, detention of cars, loss of business, per diem, blocking yards, and extra switching, by delay in getting out bills. Three clerks cannot make bills as fast as five, and your daily received reports to auditors are delayed twenty-four hours, freight is delayed, cars not released and per diem accrues.

On a piecework basis you get no extra work; the clerks go home when finished. On a salary basis you can get extra work when necessary and actually save money. Should an agent have no control over his employes, piecework may be the proper thing, but look out for poor work. Some clerks work for money, others aim to get through, and neither cares how many errors result. Your whole office work, and that of others, increases. Handling freight on a tonnage basis is the best thing in some stations, but not in others. Conditions must be studied. Results are wanted, and not a paper showing for glory, increasing expense elsewhere. The work is there and we cannot get away from it. What you don't do some other clerk or station will have to do. Through

billing to all stations may be a step in the right direction. It will cause double increase in billing and daily forwarded and received reports at some stations, but it will benefit others. Reducing blanket waybills to singles will be a step nearer the manibill system without much further expense.

Careful study of tariffs by the agent will produce beneficial results. Talk over the various cases that come up daily with your employes, and show them why these rules are made and what the authorities say. The more your employes know, the better are they prepared to do things right and to escape criticism. Keep in daily communication with your loss and damage, car demurrage, car service, reconsigning, weights, billing, freight bills, explosives and inflammables, loading, checking, stowing of freight, receiving, uncollected freight charges and accounting departments. It means interest and encouragement to your force.

There is no time for rest—keep busy. Try to get your station in perfect condition. You may know that you cannot do it, but try. Don't give up. You can at least make an improvement. Should the superintendent take off a clerk (we pray he won't) and nearly cause your prostration, try anyhow; don't say "What's the use." We all feel that it is an injustice and a mistake to take clerks off during a dull season, that being the time for a local office to get records and odds and ends straightened out. We are busy even in dull times. It is during these times that we teach clerks, and that they learn the various promotion positions. As it takes three clerks for every two changes, our force is actually reduced that much, and every one is as busy as in a prosperous season. In this way we can meet an unusually heavy increase in work when the season opens, without being too badly swamped. (We never expect help when needed.) When we are able to keep in good shape, it is an encouragement to our employes and they feel enthusiasm in their work. An energy is manifest which is always lacking in a never caught up "job." A little relief in time, if only temporary, may save an agent the loss of good clerks, and the necessity for several extra ones later. Every two clerks lost means three to fill their places, for from three to six months. With a few changes, or a reduction of one or more clerks, a station is in a trying position and its efficiency greatly decreased. This not only increases our own work, but that of others. It makes more claims, overs and shorts and astrays and the loss and damage department is sinned against. The work is always there and a reduction in one place means an increase in another.

With this in view, it is an agent's duty to hold his clerks. We want employes capable of promotion. Sometimes we lose our most capable clerks on account of poorer pay than other lines; this we cannot help, but we can often be in a position to retain them by proper treatment. They are human; treat them as such. Make them feel that they are an important part of our great System, and they *will* be a part. Outsiders will feel it, and it will increase the business of our line. Be their friend, be one great family and all work together. It will not hurt your dignity nor lose you their respect. One man cannot do all the work, he must depend upon his subordinates and have subordinates that can be depended upon. Should they make an error (they don't do it purposely) correct them firmly but kindly. Never condemn before investigation. You may be wrong, and it cheapens your official position in their sight. To strictly enforce discipline it is not necessary to carry a chip on your shoulder.

The rules of conduct observed by all employed here at East St. Louis follow. To some they may seem rather strict, but they become a matter of habit, and mean better service.

"To be strictly observed. Non-compliance will incur dismissal. The rules are applicable to the whole office force; no one is exempt.

1. Office Hours: For all employes (except those provided for in the special written instructions) from 7.30 a. m. to 12 m. and 12.30 to 5.00 p. m.

This means that employes must be at their desks and at work—not coming or going, at the time shown. The practice of using the toilet-room at 7.30 a. m. and 12.30 p. m. will be discontinued, as well as preparations to leave

the office before 12 m. and 5.00 p. m. These hours are in effect provided the work for the day can be completed. If it should be found that the time allowed is insufficient, enough extra time must be put in before 7.30 a. m. and 12.30 p. m. or after 5.00 p. m. No excuse will be taken for work not being up to date.

2. Cleanliness in personal appearance, desks and surroundings is enjoined.

3. Intemperance will not be tolerated.

4. Be honest in the discharge of your duties.

5. Be courteous when using the telephone in conversation with the public, and in intercourse with other employes.

6. Clerks must work in harmony. Information desired by employes must be cheerfully given. It improves the general results and makes work easier for all.

7. Profanity is positively prohibited.

8. Loud talking, hilarity, or noise of any kind is disturbing to persons absorbed in their duties. Remember this at all times.

9. Smoking is prohibited during office hours.

10. If you expect to be regarded as a gentleman, refrain from expectorating on the floor. Cuspidors are provided.

11. Coats and hats must be left in the coat-room, not hung in office or deposited on chairs, file cases, desks, etc.

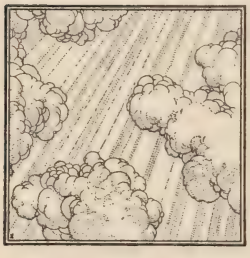
12. Employes, their friends and strangers will discontinue the habit of distracting the attention of clerks from the performance of their duties.

13. All books and other records must be deposited in record-room (except current business), and must be labeled while in use and when sent to record-room.

14. Records carried from the record-room must be handled promptly, and returned and deposited in the proper place. No excuse will be accepted for misplaced records.

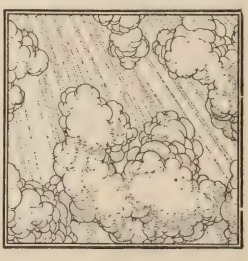
15. Agents, solicitors, peddlers, beggars, etc., are not admitted."

When a vacancy occurs always promote the man who is in line for the better position. Failure to do this creates dissatisfaction. Of two men working for the same salary, take the older in the service. Employes not capable of promotion are invariably a detriment to the service. Refrain from promises. Inform them what you will do, and do it, being strictly just. Do not tolerate dishonesty in your subordinates. "Play no favorites," and do not allow personal prejudices to interfere with your duty. Treat all alike and they will learn that your success means their success.



Good Morning!

By J. W. Foley



Good morning, Brother Sunshine;
Good morning, Sister Song.
I beg your humble pardon
If you've waited very long.
I thought I heard you rapping;
To shut you out were sin.
My heart is standing open;
Won't you
walk
right
in?

Good morning, Brother Gladness;
Good morning, Sister Smile.
They told me you were coming,
So I waited here a while.
I'm lonesome here without you;
A weary while it's been.
My heart is standing open,
Won't you
walk
right
in?

Good morning, Brother Kindness,
Good morning, Sister Cheer.
I heard you were out calling,
So I waited for you here.
Some way I keep forgetting
I have to toil and spin
When you are my companions;
Won't you
walk
right
in?

Cultivation of the Strawberry

By James D. Bowman

Watchman, Hoult, W. Va.

I CANNOT now recall just who it was that said, "Doubtless God *could* have created a better berry than the strawberry, but He certainly never did." However, if put to a vote of the public, his opinion would certainly be sustained. Strawberries will sell when other fruits are a drug on the market. A delicious strawberry short cake or a heaping dish of fragrant strawberries, crushed, to bring out their exquisite flavor, and smothered in sugar and cream; these are veritable delights to an epicurean appetite. It reminds us of the darky in a story I heard when a boy. It was of a crowd of slaves around the fire at night who were seeing who could suggest the most satisfying delicacy. One fellow said, "Chicken an' gravy am," and was rewarded by a smacking of lips and a chorus of "yum yums;" another said, "Big ripe watermillion," and there was a regular chorus of "ohs" and "ahs." They could hardly stand the strain. But when an ebonyhued genius reached the climax by saying, "Hoe-cake an' 'possum sop," he was greeted with silence and a rolling of whites of eyes as if the speaker had been guilty of sacrilege. Then one said in an awed whisper, "Hush! hush! dat am too good to talk about."

The average railroader or working man dismisses the picture I have drawn of the strawberry as "too good to talk about," and beyond his realization, except as a very occasional extravagant luxury.

They are not, however, a luxury beyond the reach of the average railroader, for a census among railroad men in all the various departments would disclose the fact that a great many have at least fair sized gardens. Thousands have from a fourth to a half acre in the suburbs and out in the country some have several acres. The writer knows several such.

Where there is a large garden or other plot of ground or a vacant city lot, strawberries in great profusion may be had during the season and quantities canned for use throughout the year; while in the smallest of gardens or even a back yard, more berries can be grown than the average workingman can afford to buy at prevailing city prices.

Having started strawberry growing with about fifty plants ten years ago and now having a half acre, I will try to give the benefit of my experience. In the beginning, let me say that they are not easy to grow, in the sense that they do not require much labor or care. It is a law of nature that we cannot obtain something for nothing, and the more valuable things require the greater effort. A lady writing to Green's *Fruit Grower*, asked for "an easy way to grow strawberries." The editor replied that if he knew an easy way to grow them, he would not be editing the paper, as he could become a rich man in a short time. Then, continuing more seriously, he assured her, that there was no royal road to success in growing the strawberry except that via hard work and persistence. They do not require so much of particular knowledge as of persistence of effort, although some are deterred by the idea that there is some great secret in growing them. No one should be discouraged, however, because it requires considerable effort, for the reward fully repays the effort, besides the great satisfaction that goes with accomplishment.

There are two general ways of growing the strawberry, both with many modifications. They are usually referred to as the hill and the matted row systems. If the biggest, finest berries that can be

grown are wanted, hill culture should be employed, the runners or vines all pinched off as fast as they start and each plant kept separate. But, if quantities of berries of good size are wanted, the matted row is the best way. I have seen the rows a foot wide, just red with fruit. One could kneel down and pick a quart without shifting position, many of the berries over an inch in diameter, which is big enough for me.

the weeds cleared out. For matted row, set eighteen inches apart in rows two and one-half feet apart, and let the runners take root, arranging them so that the plants which start at every joint of the vine will be evenly distributed over a matted row a foot wide. Pull out all weeds and keep the ground loose. It is best to put a little loose dirt or small stone on the vines to keep the wind from moving them about till they take root



THE AUTHOR IN HIS FLOURISHING STRAWBERRY "PATCH"

Where the patch can be worked with a horse, the plants in hill culture should be set twelve or sixteen inches apart in rows two and one-half or three feet apart; in matted rows, eighteen or twenty inches apart in rows three and one-half or four feet apart. However, most railroaders will need to cultivate by hand with wheel cultivator or a hoe, and in that case the plants should be set for hill culture a foot by two feet apart. All runners should be clipped, the ground kept well hoed and where you wish them to. After they have set enough new plants so that they stand six or eight inches apart all over the matted rows, pull off all other runners to keep them from getting too thick.

The best time to start plants is early in the spring, just as soon as the ground can be worked. Pick off all bloom the first year, for every berry ripened the first year will cost a quart the second. Newly set plants cannot grow new plants and runners and ripen fruit at the same

time. This is the hardest lesson for a beginner to learn. It hurts him to pull off the bloom to keep the plants from fruiting.

In late fall cover the rows lightly with straw or strawy manure to protect from winter injury. In the spring, pull this off the row so as to let the plants come up, but leave along the rows to keep the berries from getting sandy.

Usually we do not renew a patch after it bears, but mow off the weeds and let it fruit like a wild patch the second year and then plow it up. But where there is only a small amount of ground it may be advisable to keep a patch two or three years.

After fruiting, cut out the plants with a hoe till it is a thin narrow row. Then chop out across the row leaving them about six or eight inches apart, leaving the strongest plants; fertilize well and keep cultivated until the last of August.

The best varieties for a given locality is a question which the neighborhood must determine. Each section has its favorites. Ask people in your neighborhood what varieties do best in that locality. I find Sample, Senator Dunlap, Aroma and Parsons' Beauty the best. All but the first are staminates or self fertilizing. Sample is a pistillate, that is, it has no pollen and must be planted next to a perfect or staminate variety.

If you will write to the Bureau of Publications, Department of Agriculture, Washington, D. C., and ask them for the Farmers' Bulletins on Strawberry Culture, you will get more information than can be given in the compass of so short an article.

Don't be afraid to try strawberry culture—and when you do begin it, determine to make you efforts successful. You need only apply the experience of others faithfully and persistently to be more than gratified with the result.

Rank of Divisions and Districts in the Performance of Through and Local Passenger Trains. January, 1916, and December, 1915

DIVISIONS	January Rank	Per Cent O. T. Made and Better	December Rank	Per Cent O. T. Made and Better
Shenandoah	1	98.8	1	99.0
Staten Island	2	97.6	2	98.5
Wellston-Delphos	3	93.7	3	94.4
Newark	4	92.8	6	91.7
Wheeling	5	91.4	4	94.2
Cumberland	6	91.2	5	93.9
Baltimore	7	90.6	7	91.4
Toledo	8	90.0	11	84.6
Ohio	9	89.5	8	89.3
Philadelphia	10	86.5	9	89.2
Monongah	11	84.3	10	84.9
New Castle	12	84.2	19	73.3
Chicago	13	82.9	15	81.5
Indiana	14	80.9	13	83.2
Illincis	15	80.8	12	83.3
Pittsburgh	16	79.5	16	79.0
Cleveland	17	77.7	17	77.9
Connellsville	18	69.4	18	74.5
Ohio River	19	54.5	14	83.1
DISTRICTS				
Staten Island	1	97.6	1	99.0
Cincinnati, Hamilton and Dayton	2	90.6	4	86.3
Main Line	3	89.2	2	90.6
Baltimore and Ohio Southwestern	4	84.8	5	85.9
Wheeling	5	84.1	3	88.8
Pittsburgh	6	78.2	6	77.8
Baltimore and Ohio		84.7		86.3
Baltimore and Ohio and Baltimore and Ohio Southwestern		84.7		85.9
System (Baltimore and Ohio, Baltimore and Ohio Southwestern and Staten Island)		89.0		90.8

N. B.—Correction: the December percentage for the Wellston-Delphos Division, as shown on page 34 of February issue, should have been 94.4 instead of 99.4

Office of General Superintendent of Transportation
Baltimore, Md., February 7, 1916



LA MOTTE HAMILTON MARTYNE

La Motte Hamilton Martyne

"HELLO—what are you doing down here this morning?"

At the sound of the voice a little gray haired man, bundled up in a big overcoat, and with a black slouch hat pulled over his eyes, paused on the steps leading into Camden warehouse and wheeled quickly to face the speaker. It was L. H. Martyne, general foreman of Camden terminal.

"What am I doing down here?" he reiterated. "What do you think I'm doing? Working, of course."

"Didn't you see that?" continued his inquirer, pointing to the door on which was pasted the notice:

TUESDAY, FEBRUARY 22
IS A
NATIONAL HOLIDAY
THIS OFFICE WILL BE CLOSED ALL DAY

"Hah, hah, of course I saw it," dryly laughed the little man, "been seeing such signs for nearly thirty years—seeing them, that's all. What d'ye think's going to happen to that egg car that had to be unloaded this morning? Or those three cars of tropical fruit and us not able to get any heat in the warehouse to keep them from freezing. This cold weather has put us out of commission an' I've got to hustle to save the damage on them."

"Can't your men do it for you?" said his questioner.

"Yes, they could," he admitted, "we've got some good boys on the platform, but when there's something important to be done I want to be there to see to it."

And that, from his own lips, is the best characterization you could get of this five-foot, wiry, human dynamo that masquerades under the title of "general foreman."

Born in 1852, joining the Baltimore and Ohio as street clerk in 1887, promoted to assistant foreman in 1896, and from 1899 on, in his present job—he carries his sixty-five years as if they were but half that. Hustling from 7 a. m. until his work is over (and that is usually long past supper time), of serious countenance and rapid movement, shouldering more than his responsibilities every minute of his working hours and handling them ably, this earnest and faithful Baltimore and Ohio man is one of the precious mortals that God put on the earth not alone to do their work but to love it.

Don't ask any philosopher what Loyalty is. Go watch Mr. Martyne and find out for yourself.

"You Saved My Life"

HOW often, craving a smoke, you have said this to a good pal who slipped you a cigarette or a pipe load of tobacco. Every man who enjoys the solace of the weed has said the same thing, and knows what it is to be deprived of a smoke.

In Belgium, the martyr of the nations, there are 200,000 soldiers, the remnant of the men of their race and as brave fellows as ever drew breath, fighting to hold what is left of their country. And when they were asked whether they preferred improved food or tobacco, they said, "Give us worse food if you like, but let us have tobacco."

They have little money and, unlike the soldiers of the other warring nations, can't get tobacco unless it is sent to them by us. Their own people are too destitute. Hence, at the request of King Albert of Belgium, the Over Seas Club has undertaken to supply them and is now forwarding thousands of packets of tobacco and cigarettes to them each month.

Every cent contributed to this fund is spent for these packets. There is no charge for overhead expense, transportation, customs, etc. Each packet contains fifty cigarettes, a large package of good tobacco, a box of matches and a reply post card. They cost twenty-five (25) cents apiece and as the Over Seas Club needs 200,000 packets a week, you can see what opportunity there is for you to give a deal of comfort to some of the unfortunate fellows in the trenches.

The post cards in the packets for which you pay will have your name on them, and will probably be returned, Army post marked and censored, by the recipients, with their thanks, to you. Furthermore, ackowledgment will be made in the Magazine of all contributions. You know how good a smoke tastes. You are always glad to give one to a fellow railroader. Here is an opportunity to give the same pleasure to brother smokers who can't have it unless your generosity makes it possible.

Send a dollar or more by check or money order, payable to the Belgian Soldiers' Tobacco Fund to

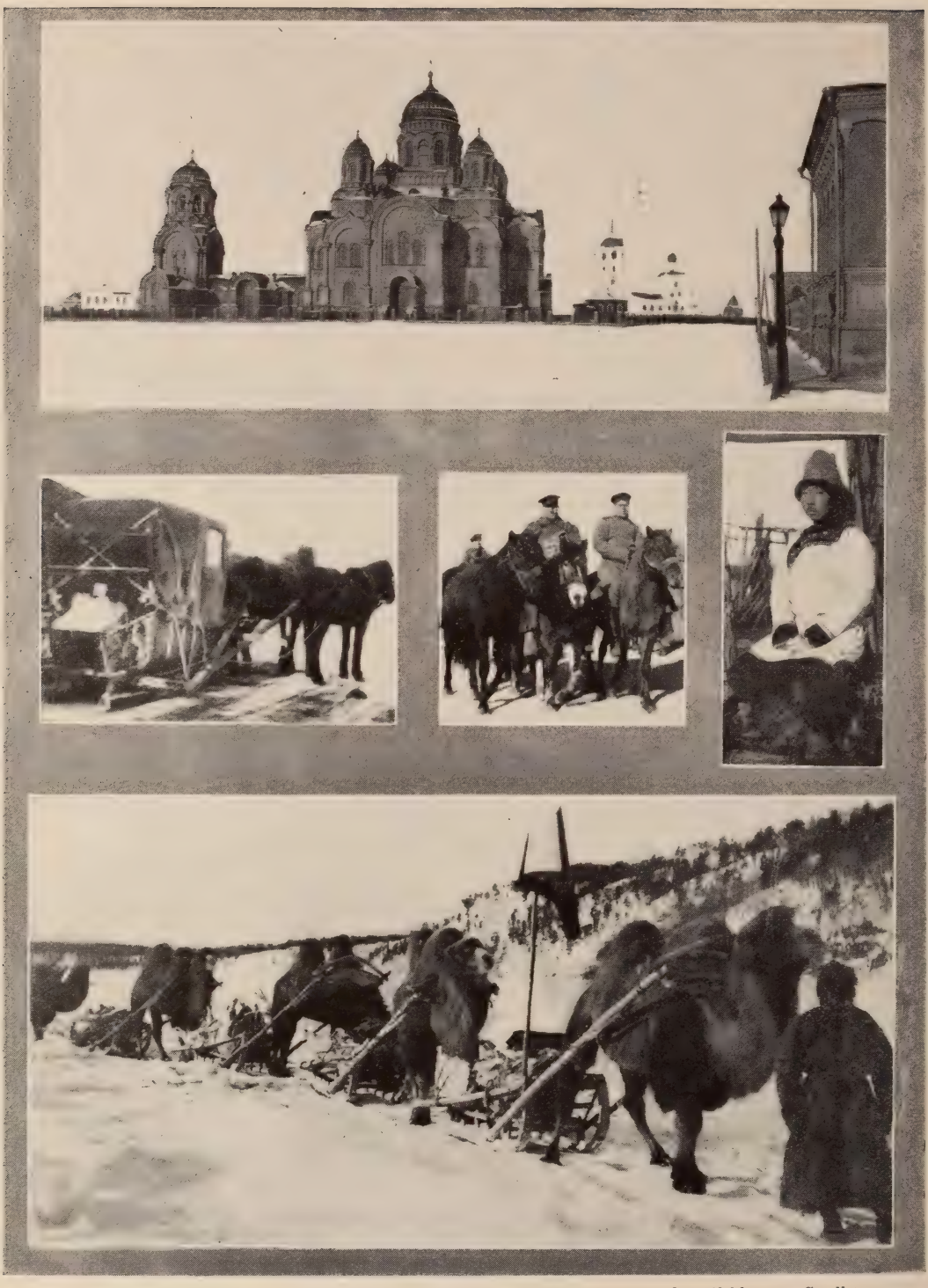
J. P. MORGAN & CO.
23 Wall Street, New York City

A mite of money from you means a month of comfort for a Belgian soldier.



The pictures on this and the three following pages were secured by the late Major J. G. Pangborn during his trip through European and Asiatic Russia, while the Trans-Siberian Railroad was being constructed. They are interesting at this time particularly because over this line vast quantities of war munitions and supplies are now being transported across Siberia to the Russian battle front.

Top: Junction of European and Asiatic branches of Trans-Siberian Railroad.
Middle left: Dipping water from the river Amur in east Siberia for use in nearby village.
Middle right: Public weighing scales in east Siberian village.
Bottom: Convicts preparing right-of-way for construction of railroad.



Top: The services and music in the Russian (Greek Catholic) churches are the most beautiful known. Small towns boast wonderful cathedrals, the one in this picture being in a city of no great size.

Middle left: A Siberian "taxicab."

Middle centre: Cossacks and their wiry mounts. This type of soldier has been pushing irresistibly over the Caucasus and into Asiatic Turkey during the last month.

Middle right: Chief of a Goldes (Mongolian) village.

Bottom: We usually think of camels as creatures of the tropical deserts, but before the Trans-Siberian railroad was completed these sturdy beasts (the Bactrian or two-humped camels) were the motive power for the transportation of freight across the frozen steppes of Siberia.











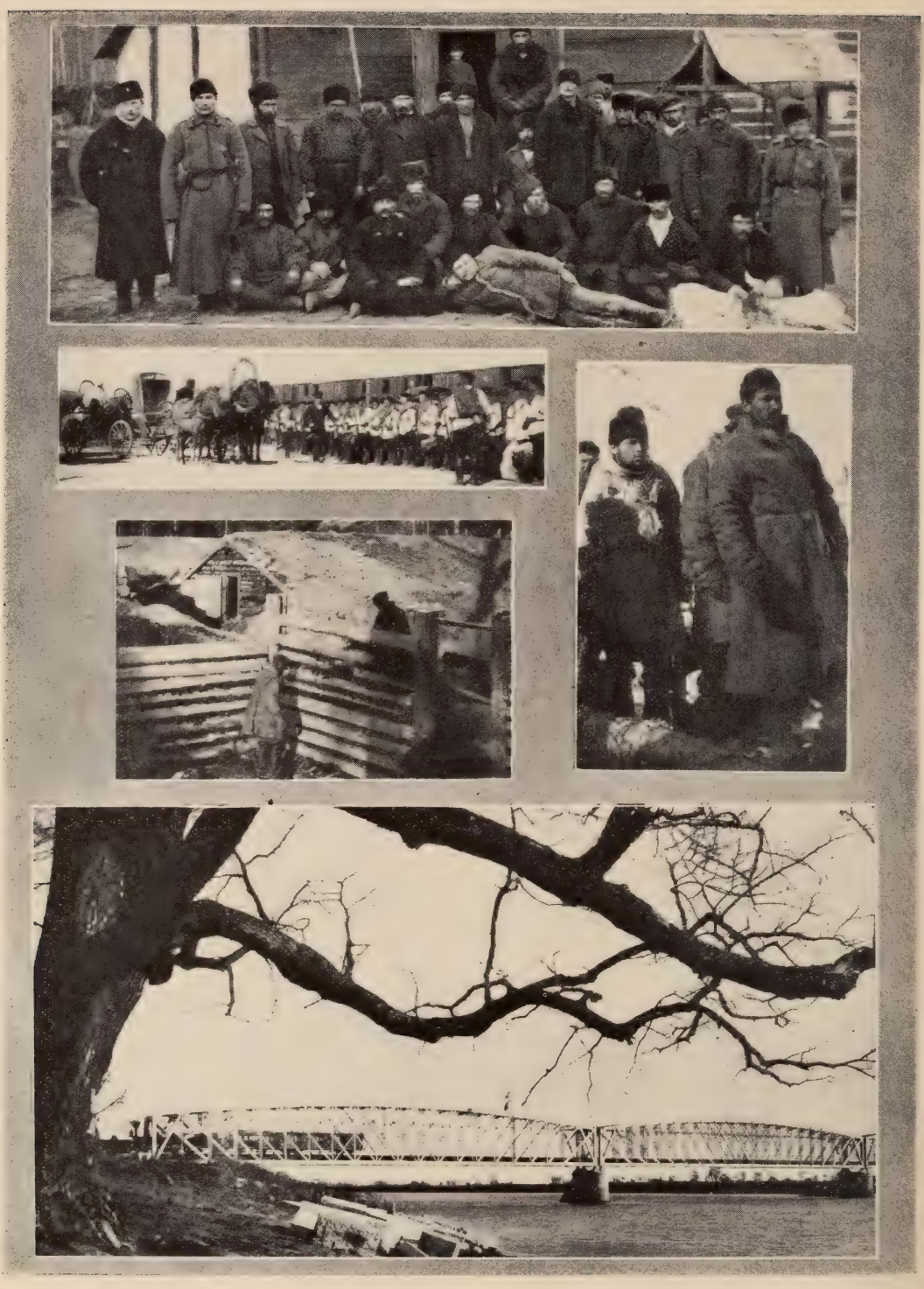
Top: Passenger transports across Siberia before the railroad's completion.

Middle left: Good looking double track line with combination freight and passenger train.

Middle center: Trimly attired train guard. Russian railroads are government owned and their operation smacks decidedly of military control.

Middle right: In front of the small station the Slavic women is much more inclined to have her picture taken than is the Russian officer in the background.

Bottom: Sleeping quarters for convicts engaged in building the railroad.



Top: The faces of these Russian colonists (not convicts) in Siberia show the wide diversity of racial types settling in this vast and bleak country.

Upper middle: Scenes like this are occurring in a thousand places in Russia today.

Lower middle: Convicts engaged in railroad work, building their winter quarters.

Middle right: Convict laborers listening to instructions.

Bottom: This bridge on the Trans-Siberian railroad, though of modern construction, is hardly substantial enough to carry one of our big coal trains.

How to Prevent Waste in Maintenance of Way

Address of J. A. Spielman, District Engineer Maintenance of Way, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

There has been a great deal said at this meeting about enormous sums of money, large car and track mileage, etc. The $640,000,000 mentioned as the value of our property looks so big to me that I can scarcely realize what that amount of money means. Certainly I would like to have a chance to spend some of it in the work under my supervision. We have heard about thousands of tons of ballast, rail, etc. In fact, so many figures have been read that I feel like the fellow who was working in the timber region for a sawmill man in West Virginia, and who got hold of an illustrated catalogue of saw mill machinery manufactured in Pittsburgh. He got the notion that he would like to own a mill, and, being an ignorant fellow, only managed to send the Pittsburgh people the following rather unintelligible inquiry: "Mister, what will it cost a saw mill?" His letter finally deciphered, he got an answer which stated that a saw mill, with all the machinery, boiler, etc., would cost $3000, f. o. b. Pittsburgh. And a month later the machinery house received this reply: "Mister, if I had $3000, what in h— would I want with your saw mill?" I think that $640,000,000 strikes most of us in about the same way the few thousand struck the poor "hunkey."

Mr. Thompson spoke of the old standard Trans-Ohio Division Baltimore and Ohio switch-stand, still in use, that we made at Newark and Zanesville at a cost of about six dollars each. Some of these stands have been doing duty at the same switch in main track twenty to thirty years. They show absolutely the position of the switch, and are easily inspected, as they have no parts concealed, as some of our stands now have.

The Baltimore and Ohio was the first road to do many things. I believe that we were the first to make use of split switches and of spring frogs. We were the first to make solid, cast, reinforced frogs. Some railroader recently found (and everybody was surprised) that they could make a solid cast frog and reinforce it with steel. Yet, you can go to Junction City on the Shawnee Branch, and, if it has not been recently removed, see there a cast frog reinforced on the running surface. It has been in a siding in the track there since about 1887. On Barnesville Hill, and on one of the mine tracks, there are two cast frogs, steel-reinforced, that have been there since the same year. All crossings originally put in on the Chicago Division were cast and reinforced on the running surface with steel, and they did very well. Of course, the new solid steel frog is an improvement.

They did not number their frogs in those days as we do now; the first pattern was numbered 1, the next, 2, etc. Frog No. 13 was short and had such an angle that it could be used almost anywhere. Another commonly used frog was No. 32.

In 1891 we got up a set of standards for frogs and switches, switch-stands, signs, etc.; in fact, a full set of maintenance of way standards. I have a copy of it. We also got up a book of rules governing the maintenance of way employes, methods of work, etc., and I have a copy of that, too. These rules were never annulled. We found the necessity for them, and we got together and published them in book form, so that everybody could have a set. And I am very much pleased to see that we have not gotten very far away from the standards prescribed in those books.

Many subjects have been touched upon today, but I would like to suggest some specific recommendations on the important subject of waste—w-a-s-t-e. For instance, if we could avoid putting in one tie out of every hundred spotted to come out on the Pittsburgh system, we would save about 5,000 ties per year. More careful inspection might do this, and with the price of ties so high, see what a saving this alone would mean! Reclaiming spikes and bolts on the sections, instead of at the reclaiming plant, would be a decided economy. There are many bolts wasted in relaying rail, for in taking apart the old rail one man uses a spike maul and another a track chisel and they cut the bolts off, thereby destroying them. If you will take a fairly long wrench and turn the nuts off the bolts, you can save them; where the nuts will not turn off, the bolt can be twisted off. This method will save time, and will also save plenty of bolts for your side track. There are too many bolts wasted by cutting them off. There are many other ways in which you can save on material and labor. Let the division engineers, supervisors, and foremen get closer together on this matter of economy. Let them watch the use of spikes more carefully, insisting that those pulled from the track that are in good condition be used over again. Let them study their specifications, adopt standards for as many practices as possible and see that the standards are maintained. Let them watch the relaying of rails in side tracks and yards. Where they are using six-hole rails, or six-hole angle bars, there is absolutely no necessity for using more than four bolts. Right there, two bolts could be saved, or thirty-three and one-third per cent. I don't think anybody seeing four bolts in a side track joint, should ask why the other two bolts were not put in.

Efficiency and economy are inseparable and have been linked together for a long time. Our first lesson in economy is one that dates back about nineteen centuries, and it is in the Bible, and I think that we all believe it. You will remember where Christ fed the multitude with a few fishes and a few loaves. After their hunger was satisfied He gave us a great lesson—He directed that all the fragments should be gathered up so that nothing should be wasted.

With unlimited power to draw upon miraculously unlimited stores, He nevertheless insisted that nothing be wasted. This is a striking lesson for us, not only as we handle such large quantities of material on the railroad, but also for us as American citizens, so prone to waste and extravagance in our individual and national life.

Stick!

You're like the rest of us, old scout,
And swear each year you'll be
A better chap ere the year runs out
Into eternity,
That's how you *know* you'll keep out front—
Only you don't!

You're going to put a raw-hide brake
On all profanity,
An angel child, while you're awake,
Asleep, from faults you're free!
You've made up your mind what to do, and don't—
Fine—But you won't!

On good intentions you are strong,
A halo hangs above
Your head—and you can think no wrong—
Your heart is filled with love!
For a day, perhaps, you feel like a saint—
Only you ain't!

We've all been there—don't think you're queer,
It is the way of man—
To try improvements every year
His faults to sternly scan.
But stick to the idea, just the same—
It's some fine game!

—Para rafs



CHANGES AND PROMOTIONS

Edwin C. Washburn Now Special Assistant to the President

PRESIDENT WILLARD has announced the appointment of Edwin C. Washburn as special assistant to the president, with headquarters at New York.

Mr. Washburn is a son of the late United States Senator W. D. Washburn, of Minnesota. Previous to entering our service five years ago, he filled various positions with the Minneapolis, St. Paul and Sault Ste. Marie (Soo Line); the Great Northern and other railroads in the northwest and was active in the development of railroad and coal mining properties and several industrial enterprises in the northwest.

Born April 11, 1870, Mr. Washburn started railroad work as a machinist apprentice with the Soo Line, in 1887. One year later he was transferred to the passenger department and in 1890 was identified with the engineering department of the same company. In 1891 he was engaged on a survey of the Montana Central Railroad, now a part of the Great Northern, over the Rocky Mountains. Completing this work, he returned to the Soo Line and was employed in the agent's office at Gladstone, Mich. Later he was transferred to the freight department, where he was employed as a soliciting agent from 1893 to 1896.

Mr. Washburn invented the Washburn car coupler in 1896 and 1897 and engaged in the manufacture of this railroad appliance.

He projected and built the Bismarck, Washburn and Great Falls Railroad, in North Dakota, in 1898, and during the next two years was general manager in charge of all the company's operations, which included a coal mine, grain elevators, two hotels and two steamboats, the "Washburn" and the "Expansion." This company at that time commenced operating the first wheat barges on the Missouri River.

Incorporating the Washburn Company, a railroad supply company, at Minneapolis, in 1901, Mr. Washburn, while president of the concern, developed a number of railroad devices and took out patents for fifty such appliances. He also built and operated a steel company in Minneapolis, from 1906 to 1908, and during the next two years developed a method of making steel.

+

T. E. Jamison Promoted

ON February 20, T. E. Jamison, trainmaster of the Chicago Division at Garrett, Ind., was promoted to superintendent of the New Castle Division.

Mr. Jamison was born in Cumberland, Md., January 5, 1875. After his education in the public schools and at Trinity Hall, Washington, Pa., he entered our employment as a messenger and served in this capacity for four years. Following various clerkships in the yards and superintendent's office, he was promoted to yardmaster in 1898. In 1907, he was made trainmaster of the Connellsville Division and in 1912 was sent to Garrett, Ind., in the same capacity. He leaves this position to accept the larger responsibilities of superintendent at New Castle.

✣

New Duties for A. N. Martin

A. N. MARTIN, superintendent of the Baltimore and Ohio building in Baltimore, has been appointed supervisor of station service of the Company.

Mr. Martin assumes general charge of our passenger stations and other terminal buildings and is responsible for their equipment and fixtures, and the work of the station forces in maintaining them. It is his plan to organize our station forces in the several hundred cities and towns we reach, so that through the proper use of the facilities we may render the highest possible degree of service to the public.

The supervision of station service will be extended to all agencies through which the management comes in contact with the public, and they will be regularly visited by Mr. Martin for inspection and improvement.

✣

J. W. Kelly, Jr., Now General Manager of Dayton and Union Railroad and the Dayton Union Railway

ON February 20, J. W. Kelly, Jr., former superintendent of the New Castle Division, was appointed general manager of the Dayton and Union Railroad and the Dayton Union Railway, with headquarters at Dayton, Ohio, succeeding H. R. Hanlin, who was recently made superintendent of our New York terminals.

Mr. Kelly entered railway service as clerk in the office of the superintendent at Baltimore. He was afterwards transferred to the offices of the general superintendent and general manager and on November 1, 1901, was promoted to assistant trainmaster, at Cumberland. On January 1, 1903, he became assistant chief clerk in the general superintendent's office at Baltimore and later was made chief clerk in the same office. He was advanced to trainmaster of the Baltimore Division on April 1, 1905, and became assistant superintendent of the Cumberland Division at Keyser, W. Va., October 1, 1910, and about a year later was made superintendent of this territory. He was transferred to the New Castle Division as superintendent, January 1, 1915.

✣

The Third National Exposition of Safety and Sanitation

THE Third National Exposition of Safety and Sanitation will be held at Grand Central Palace, New York, during the week of April 17. It will be conducted under the auspices of the American Museum of Safety and will enable us to give an adequate exhibit of the many interesting Safety devices, etc., owned and in operation by our railroad.

Three years ago we had a small space at the first of these exhibitions and the display made by our Company attracted a good deal of favorable comment. It is probable that this year a much more liberal display will be made, consisting of pictures which show how unsafe conditions on the railroad have been replaced by safe ones, speed recording devices and a number of the exhibits which are included in the Baltimore and Ohio historical collection, and which illustrate the history of transportation. There will also be an exhibit of covers of the Employes Magazine for a number of months back and a large supply of the then current issue will be on hand for free distribution.

The exhibit will be in charge of E. R. Scoville, who is thoroughly familiar with all of the details of Safety Campaign.

All employes who expect to be in New York during the exposition would do well to plan their time so as to be able to look over the many interesting and instructive exhibits of the industries as well as to examine the showing which will be made by our own Company.

Donald F. Stevens, the New Superintendent of the Newark Division

THE training of railroad men has undergone a great change in recent years. Formerly a man rose in the ranks not because he had had any special theoretical training or any well-thought-out and systematic plan whereby, in his training, he would touch most of the various classes of work which would help him in the executive position to which he was looking forward. He usually went ahead because he started young in the railroad game, because he could stand the gaff of rigorous yard and road service, because he had good personality. Of course, he did not forge to the front without intelligence and energy and ambition. Today, however, largely because railroad executives like our president appreciate the value of systematic training, our younger and forward-looking employes are planning to get a broad, fundamental training, including work in the various departments which they think will be necessary to their complete understanding of the particular branch of railroading to which they are directing their energies. So we find, for instance, that, attached to the staff of our third vice-president are special men, most of them with the theoretical training received in academies, colleges and technical schools. And they are sent from one department to another so that they can learn as well as their limited time permits the fundamentals of the various kinds of work.



DONALD F. STEVENS

A splendid illustration of the value of a comprehensive general training along railroad lines is

shown in the recent appointment of Donald F. Stevens as superintendent of our Newark Division.

Mr. Stevens was born in Minneapolis, Minn., on November 4, 1882, and obtained his preliminary education in the public schools of that city. Later he entered Shattuck Military Academy at Faribault, Minn., and after that, Cascadilla School at Ithaca, N. Y. His preliminary education completed, he entered Cornell University.

Mr. Stevens was determined to learn the railroad business from the bottom up and after his graduation from Cornell, entered the service of the Great Northern Railroad in 1897, as a track laborer. He was soon promoted to section foreman and then to extra gang foreman and in 1905 was made track supervisor. Anxious, however, to touch as many phases of the transportation business as possible, he soon left the service of the Great Northern and entered that of the Rock Island as an operating agent. He also served as a brakeman and fireman on that line.

A little later he accepted a position as yardmaster at New Haven, Conn., with the N. Y. N. H. & H., and in 1912 he was advanced to the position of terminal trainmaster, at New York.

In May, 1914, he came with the Baltimore and Ohio as assistant supervisor of fuel consumption and held that position until November, 1914, when he was made trainmaster of the Chicago Division, with headquarters at Garrett, Ind. In May, 1915, he was made assistant superintendent of the Monongah Division, with headquarters at Grafton, W. Va., where he remained until his recent promotion to superintendent.

The career of Mr. Stevens should be an inspiration to all of our young men and particularly those of the operating department. Whatever opportunities he has had for learning the railroad business, he has grasped and taken fullest advantage of. Hard work has never feased him—on the contrary, he has sought and obtained the hardest jobs that he could with various railroads in different sections of the country so that he could make himself an all-around man in railroad operation. Therefore, though young, he is well qualified to say to the ambitious young fellows in our service that they must fit themselves for promotion by hard study and training. This has been his experience and the responsible posis tion which he now holds certainly showthat it has been a valuable one.

Mr. Stevens believes in the Baltimore and Ohio, its ideals and its future. He is keenly alive to every progressive move which is put into effect on the railroad. Naturally gifted with a fondness for mechanical and constructive work, he has sharpened his keenness in this direction by the closest study of theory and practice. With an unusually fine education, he has, nevertheless, voluntarily sought and performed the hardest kind of day labor in order to absorb every phase of railroad activity which could benefit him. With such training, such comprehensive experience in and knowledge of railroad work, with such progressive ideas and with so fine a reputation for fairness among his men, his work on the Newark Division will be looked forward to by all who have known him since he came with the Baltimore and Ohio.

Mr. Stevens recently said: "There is only one way to get along in railroading or any other business, and that is to do more and better work than the other fellow, and I think all the study that has been given to this subject could be covered in these very few words."

"HANDLE PACKAGES AS IF THEY WERE YOUR OWN"

What Are You Doing to Help the Dining Car Department?

By E. V. Baugh

Superintendent

MANY articles have been written about dining cars and commissary departments, most of them telling us what we should do, but very few giving us credit for what we have done. One writer, in the *Saturday Evening Post,* called the dining car "The Haunt of the Deadly A la." W. E. Lowes had an article in the book of the Royal Blue called "Feeding the Traveling Public," and now I find one in the Illinois Central Railroad *Magazine* entitled "Why the Dining Car is the Most Important Car on the Train."

Is it?

I wonder how many of you have ever considered the fact that, without the dining car, trains Nos. 5, 6, 7 and 8 would have to be allowed one hour more between New York and Chicago and that St. Louis-New York trains would take an extra hour and twenty minutes.

As much is required of the dining car, with its limited facilities, as many hotels, with their large kitchens, would care to attempt. We give a dual service—a la carte and table d'hote. In fact, we give the public three classes of service on our dining cars—straight a la carte, a collection of table d'hote meals in club book form and last, but not least, the new "Commercial Travelers' Special Club Meal." We are serving about three thousand of these club meals a month.

When a special train is being contracted for, good dining car service is of the greatest help in getting the business. In one year we have served 15,183 meals on special trains, in addition to about a half million on regular trains.

There is hardly any great work in which the commissary is not a most important factor. Upon the quality of the commissary service often depends success or failure. The first question that Lord Kitchner is said to have asked, when interviewed by Irvin Cobb, was "How are the Germans feeding their Army?" And Napoleon is credited with saying "An army moves on its belly."

If you who read this have ever had to do any hurried construction work or cope with a situation like that caused by the Ohio flood in 1913, you know that it is the camp train of our commissary department that you first call for. During the work of repairing the damage caused by the flood the commissary department served 203,116 meals, at a cost of $69,153. I'll wager that you have never thought of the importance of our part in that work.

Sometimes it seems as though we of the dining car department stood alone, and I have often wondered if it is really "Baltimore and Ohio men for Baltimore and Ohio." What do *you* do to help us?

Do you couple on your cars as gently as you should? Do you use just enough air to straighten her out, or do you forget that we are back there with soups, entrees, roasts, etc., on our range and steam tables? Last year the chipping of our china and glassware cost us $5,520.83. When we are shipping a bag of clean linen, do you drop it in a corner of the baggage car and throw any old thing on top of it? Do you ever see a Deer Park water bottle standing around your station like a lost soul, with the crate

broken or perhaps gone? What do you do with it—send it home or let it stay there? It cost this department $451.78 in the period from June to December, 1915, for bottles and crates. Did you make us spend any part of this large waste?

When you are on a train and meet a passenger with a complaint about the dining car service, are you one of the friends who tell us about it, thus giving us a chance to correct the condition? Or do you simply let it go? Or when you are in a dining car, and see something wrong, do you call the steward's attention to the matter, giving him a chance to correct it? We have the best dining car men in the country handling our cars and they are always glad to be told about unsatisfactory conditions, so that they can set them straight. But you must tell them about it at once—or tell us about it before you have forgotten the date, the train number and between what points the incident occurred. I wonder if you do all you can to improve the dining car service!

I say, I wonder about this, because last year we served 29,853 train employes at less than cost.

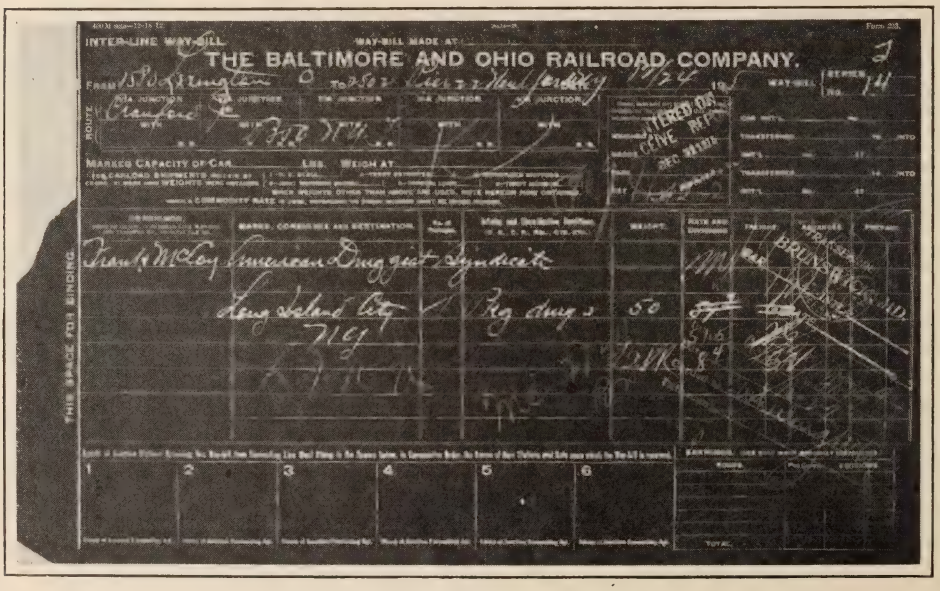
That should be enough to put us in the big Baltimore and Ohio family, or, at least, to make you feel neighborly toward us.

Don't you think so?

Clerks are Trained to Marvelous Accuracy in Railroad Accounting

By Harry Bransky

WITH the evolution of railroad accounting, the adoption of the daily system, and the introduction of the "Hollerith" equipment, it became necessary to train the human hand to operate as rapidly and as accurately as the eye could read. In the office of the auditor of merchandise receipts it is felt



LOCAL WAYBILL SHOWING CONFUSED AND UNINTELLIGIBLE FIGURES WHICH CLERKS HAVE TO DECIPHER



MISS LULU SCHUMAN

that the highest accomplishment in the art of key-punching cards has been attained.

Miss Lulu Schuman has for months maintained a most enviable record in the successful operation of the "Hollerith" key-punch. Below is shown her piecework performance for the last six months of 1915:

Month.	Number of Cards Punched.	Number of Clock Hours.	Number of Cards per Clock Hour.	Number of Errors.
July.....	81,704	196	416	31
August.....	38,110	88	433	9*
September..	78,317	191	410	27
October....	73,898	174½	423	31
November..	69,436	172	404	26
December..	70,375	182	387	22

*Vacation Period.

For the successful handling of audit office work by means of the "Hollerith" equipment, the key-punch operator must be alert, and to attain the highest efficiency must be able to operate by the "touch system" (taking care of the many peculiarities of handwriting and the miserable figures on the waybills), and must be familiar with symbols placed on the waybills by other clerks to denote certain requirements. All of these requisites are embodied in Miss Schuman.

The reproduction of one of the 400,000 waybills handled by Miss Schuman gives some idea of the difficulty experienced in handling these forms.

In our investigation into the methods of other roads handling the "Hollerith" equipment, we have never found a woman operator who has attained the same degree of efficiency.

A. Hoffman is another of the successful key-punch operators in the office of the auditor of merchandise receipts. We believe that Mr. Hoffman's record for the last six months of 1915, which follows, is as near a perfect performance as is possible in this kind of work.

Month	Number of Cards Punched	Number of Errors
July.....	46,008	1
August.....	57,259	2
September.....	60,565	5
October.....	59,303	3
November.....	58,183	4
December.....	49,436	0

Considering the number of cards handled and the difficulty of the work, this is indeed a wonderful accomplishment.

Mr. Hoffman's performance has been



A. HOFFMAN

compared with that of other operators throughout the country, and we have never been able to learn of an operator holding such a record for accuracy.

The principal causes of error in this work are illegible figures on waybills, and the use of rubber stamps over money columns. If agents and yard clerks would place all rubber stamps on the blank spots on the waybills, instead of over the money columns, it would greatly facilitate the work of the key-punchers. The reproduction of one of the waybills will illustrate this point.

A full description of the work of the daily system of accounting by use of "Hollerith" machines was published in the October, 1914, MAGAZINE.



"Bawling" a Man Out

"I NEVER 'bawl a man out,'" remarked a mechanical engineer recently. "An incident that occurred some years ago, while I was in charge of the erection of a power plant in the Panama Canal Zone, cured me of that habit.

"The work had been going slowly, the weather was terribly hot and I had just a little touch of fever. But at last we had things in pretty good shape and were installing the machinery.

"One afternoon the work train drew up at our siding with two immense fly wheel castings on one of the flat cars. They had been brought from the States by ship and across the Isthmus by rail.

"The power house was about a quarter of a mile from the track—pretty nearly straight up the side of a mountain. Every bit of material and machinery we used had to be hauled up either by mules or by men.

"The first thing was to get the castings safely off the flat car To take charge of this difficult job I selected one of the gang foremen, a man of broad experience and having the reputation of being careful and trustworthy.

"I gave him very full instructions for handling the job; telling him to use some railroad ties in what we call a 'log cabin' construction. By this method the tremendous weight would be eased gradually to the ground. I warned him, especially, not to attempt to slide the castings off the car by the use of skids. He promised to do the work in exactly the manner I had directed and dismissing the matter from my mind, for the time, I returned to my quarters, some miles down the line.

"The next morning I started for the power house in a carriage. The road curved along the crest of the hills so that when I was a quarter of a mile from the siding I could see a gang of men at work about the flat car. Imagine my frame of mind, when, on approaching a little nearer, I saw that they were attempting to unload one of the fly wheels

by means of skids, just the thing I had warned the foreman against.

"A moment later the expected happened. A skid slipped, the men jumped aside and the casting was on the ground in two pieces!

"Leaping from the carriage and leaving the astonished 'spiggoty' driver far behind, I started down the road. At each step I got angrier, and by the time I reached the broken casting I had entirely lost control of myself. Just what I said to the foreman I don't know, but when I started for the power house a few minutes later he was a white-faced, quivering mass of humanity.

"The climb up the hill cooled me down and by the time I had reached the power house I had decided that I had gone too far. So I sent a boy to tell Joe to come up and see me.

"Five minutes later he appeared, still white and shaking.

"'Joe', I said, 'you have made a bad blunder and caused a great loss of both time and money. But, until now, you have always been a competent man and I'm sorry that I went at you so hard. I guess you've learned your lesson now, so go back to work and unload that other fly wheel. We will both forget all about your 'bull.'

"'I can't do it,' he replied, shaking his head. 'I'll never have the nerve to tackle a job of that kind again.'

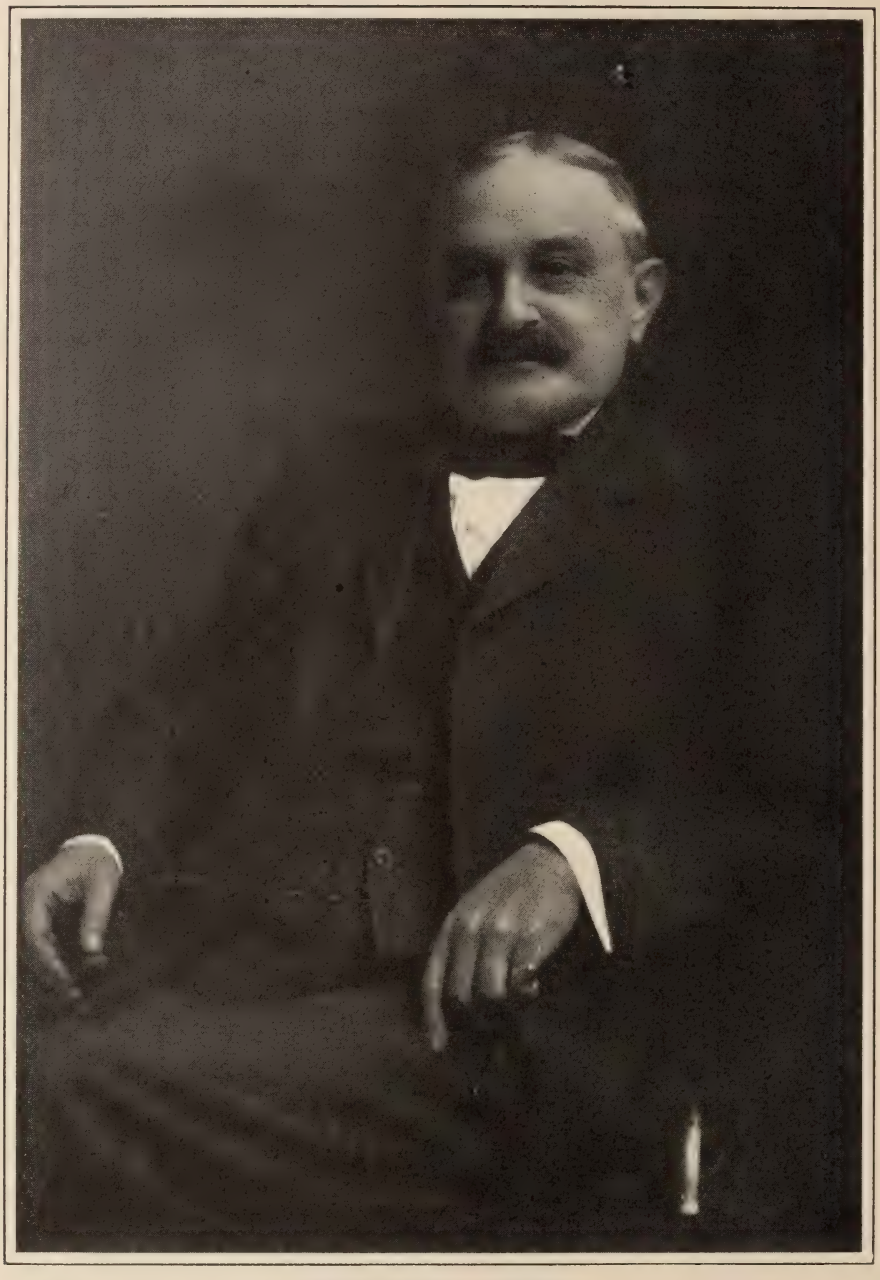
"Seeing that he was thoroughly unnerved I told him to go to his quarters and get some sleep. I also told him to be sure to be on the job again the next morning.

"He did not show up however, and when he did appear, almost a week later, I saw that he had been over to Panama City, drowning his cares. But I made no remarks about that and told him to go back to his old job.

"But he was completely broken and in a short time I had to give him an unimportant shop position. He could not make good, even at that. He is now working around the machine shop in my factory, doing odd jobs. I'll always give him something to do—I feel responsible for breaking his nerve.

"A yellow streak? Of course he had a yellow streak. If he hadn't one he would have come back the next day and made good. But before that incident he was a good man at his job, and now he is a wreck. So since that time I have tried to keep cool, no matter how provoking circumstances may have been, and I'll never give another man a 'bawling out.'"

REMEMBER this—tomorrow's executives must come from the ranks of today. There is no other place to draw from. And if you would be an executive tomorrow, commence laying the foundation today. If you would rise from the crowd, you must perform better. Take better care of your body than the crowd; take more thought of what you read; cease wondering what your department manager does to make himself worth five times as much as you are, and find out—for, rest assured, he earns it. It would take longer to find a good man to fill his shoes than yours, and this is precisely why he draws a bigger salary than you. Take the tip—make your job harder to fill. Do your work so well that Tom, Dick or Harry can't step right in and fill your place. Learn things outside your department; the next vacancy may occur elsewhere.—*Selling Sense.*



FREDERICK FOWLER
Late Assistant to the General Freight Agent

FREDERICK FOWLER

BORN DECEMBER 18, 1848 DIED MARCH 10, 1916

THE recent sudden death of Frederick Fowler, assistant to the general freight agent, came as a great shock to his friends on the railroad, especially those of the traffic department, and to the many other business and social acquaintances who had the privilege of knowing him.

Mr. Fowler was born in Hagerstown, Maryland, December 18, 1848. His early education was obtained in the elementary schools of the state and at St. Timothy's Hall and Overlea College at Catonsville. In 1865 he entered Princeton College, now Princeton University, being graduated with the class of 1869.

For a number of years he was engaged in the grain business in Baltimore, and on April 15, 1879, his service with the Baltimore and Ohio as a clerk in the accounting department began. In 1880 he entered the claim department, became traveling freight agent the next year, and from 1883 to 1888 was agent at Staunton, Va. From 1888 to 1898 he was traveling freight agent and was then made division freight agent at Parkersburg. His last promotion came when he accepted the position of assistant to the general freight agent on July 1, 1914.

Mr. Fowler was a man of gracious manner, even temperament and lovable nature. He was honorable in his business dealings, and loyal to any principle or institution to which he gave his support. His record of almost thirty-seven years with the Baltimore and Ohio was one of faithful service and unselfish interest. He was a devoted alumnus of his alma mater, Princeton, returned there frequently to recall the memories and associations of his college days and was active in advancing her interests in Maryland. A member and strong supporter of the Episcopal Church, his affiliation reflected great credit on it through his practical and kindly Christianity.

In his recent work for the Baltimore and Ohio, these splendid qualities stood him in good stead and the sometimes delicate and intricate situations existing between the Company and its patrons often yielded to the persuasion of his genial personality and good judgment.

His funeral was held from his late home in Baltimore and was largely attended by Baltimore and Ohio men.

Engineers and Firemen:

DO YOU KNOW?

THAT
Heaviest transportation expense of this Company, except wages, is fuel and that
Engine crews can conserve coal consumption,

BY
Accustoming themselves to the "STANDARD IDEA,"
Learning all there is to know about firing a locomotive and recognizing the fact
That the BEST WAY to fire an engine is also the EASIEST WAY,
Inspecting sand pipes every time train stops to see that they are in working order,
Making sure cylinders and valves are properly lubricated,
Operating reverse lever to use steam expansively,
Remembering not to carry too high a water level in the boiler,
Endeavoring to keep wedges set up, thus avoiding hot pins, saving delays and fuel.

ACTIONS
Not words, count. Therefore,
Do not fail to make out proper work report. This will insure the engine getting proper attention by the roundhouse forces.

ONLY—
Having observed the above—remember, a good engine improperly fired will waste fuel;
Interest yourself, therefore, on behalf of the man who does not understand GOOD FIRING,
Open his eyes to the fact that firing is an ART. This will save FUEL for the Company and WORK for YOU.

RESULTS
Are gained in proportion to the amount of interest shown. Therefore,
Investigate the "FUEL STANDARDS,"
Learn if you are being allowed TOO MUCH or TOO LITTLE coal each trip.
Read the book, "GOOD FIRING"—if you havn't a copy, we will furnish one.
Obtain a PERFECT knowledge of your locomotive. Do not neglect it.
Act promptly in reporting defects at the end of each trip, and above all,
Do not leave anything to "the other fellow" to report.

COME!
Our fuel performance can be made better. You can help. Will you?
Make the effort NOW.
Pull together and all things are possible.
Advertise YOUR RAILROAD by YOUR EFFICIENCY, and then
Note the change for the better.
You will share in the increased prosperity.

B. A. McDowell, *Fuel Clerk*
New Castle Division



No. 1—STATIONARY ENGINE AND HOISTING ARRANGEMENT

Ditching and Sloping on the Baltimore Division

By H. M. Church

Division Engineer

A RADICAL departure from the ordinary methods of ditching and sloping was made on the Washington Branch of the Baltimore Division, in Muirkirk Cut. The north side of the cut, for a distance of twenty-five hundred feet, was badly washed and bare of vegetation, and the ditch along the track was filled with clay which had been washed down the slope.

This condition was not only a detriment to the maintenance of a good riding track, but presented an unsightly appearance for Blue Line territory. The cut is approximately thirty feet deep, but is comparatively flat at the top. This natural condition offered an opportunity to employ the following ingenious method:

Along the top of the cut a section of broad gauge track was constructed, and on this was mounted a timber platform truck, operating on four flange wheels. On this platform was mounted an ordinary fifteen horsepower double drum hoisting engine and boiler, operating a thirty-foot boom. The boom was swung by a five horsepower reversing engine. Dirt was loaded in flat open boxes, dragged up the slope by the derrick and deposited about three or four feet from the top edge, back of the derrick car, thus forming a broad, flat embankment. This embankment not only served as a driveway for carts hauling street sweepings, but formed a top ditch, eliminating the necessity of cutting one. As the work progressed the track was removed from behind and built ahead of the derrick car.



No. 2—SPECIALLY CONSTRUCTED CONTAINER LOADED WITH DIRT, BEING HOISTED TO THE TOP OF THIS CUT

The organization required for this work was as follows:

One foreman.

One engineer.

One water boy.

One cart and driver (for hauling water and coal).

One man at top of slope, releasing boxes and spreading dirt.

One or two men guiding boxes up slope with rope, and dragging boxes back to position for loading.

Two men building track.

One night watchman.

Sixteen men sloping and filling boxes.

This organization, working at one hundred per cent. efficiency, can handle four hundred boxes per day.



No. 3—DIRT BEING LOADED INTO THE CONTAINERS

As the slope was completed it was covered with street sweepings and sown with grass seed. This makes a permanent slope and greatly improves the appearance of the right-of-way, which we are trying to maintain in the finest condition on the Philadelphia-Chicago Line.

The lowest contract estimate for this work was ninety cents per yard. The fact that the work was handled by Company forces, with this equipment, at less than sixty cents per yard, speaks well for the maintenance of way organization of the Baltimore Division.

The scheme was originated and worked out by H. M. Church, division engineer. The derrick car with hoisting apparatus was designed and built by E. E. Peddicord, general foreman at Locust Point, and the work of sloping and ditching was done under the direction of A. G. Zepp, supervisor.

The accompanying pictures give a good idea of the various operations.

No. 1—This shows the stationary engine and hoisting arrangement. It is mounted on a platform fitted with flanged wheels and operated on a temporary track laid at the top of the cut, so that it can be moved as desired.

No. 2—Specially constructed "container," loaded with dirt, being hoisted to the top of the cut. There the dirt is dumped and does not have to be handled again.

No. 3—Shows dirt being loaded into the "containers" at the bottom of the cut.

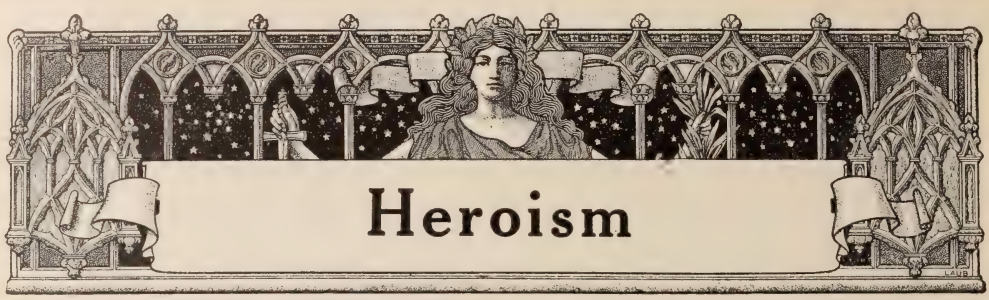
No. 4—Shows the work partially completed. Attention is called to the uniformity of the slopes.



No 4—SEE ABOVE

Safety——Courtesy——Service

The Baltimore and Ohio



Heroism

By William H. Ball
Secretary to Superintendent Relief Department

RAILROAD MEN, as a class, have merited and enjoy the well-nigh universal reputation of being courageous, calm and collected in times of peril, and, above all, of being capable of complete self-abnegation when the safety of others is at stake. Although we are sure that the truth of this statement will be admitted without requiring the submission of proof, corroboration of it will be found in abundance in the columns of the EMPLOYES MAGAZINE, under the caption "Special Merit Roll."

Thomas Carlisle, the great Scotch interpreter of humanity, has said that "Hero worship exists, has existed, and will forever exist universally among mankind," and another philosopher has defined heroism as "the brilliant triumph of the soul over the flesh, the dazzling and glorious concentration of courage."

It is a source of gratification to know that all men are potential heroes, requiring only the occasion, some great emergency, to call forth that complete effacement of self which proves that we love honor and nobility of character more than comfort and personal security. Cowardice is so despicable that it is hated by everyone, and is of rare occurrence. One seldom hears of a catastrophe in which heroism was not generally displayed. As long as men continue to be courageous and self-sacrificing in the face of danger we may rest assured that the destiny of the race actually lies in the direction of that universal brotherhood which has been the dream of the idealist for ages.

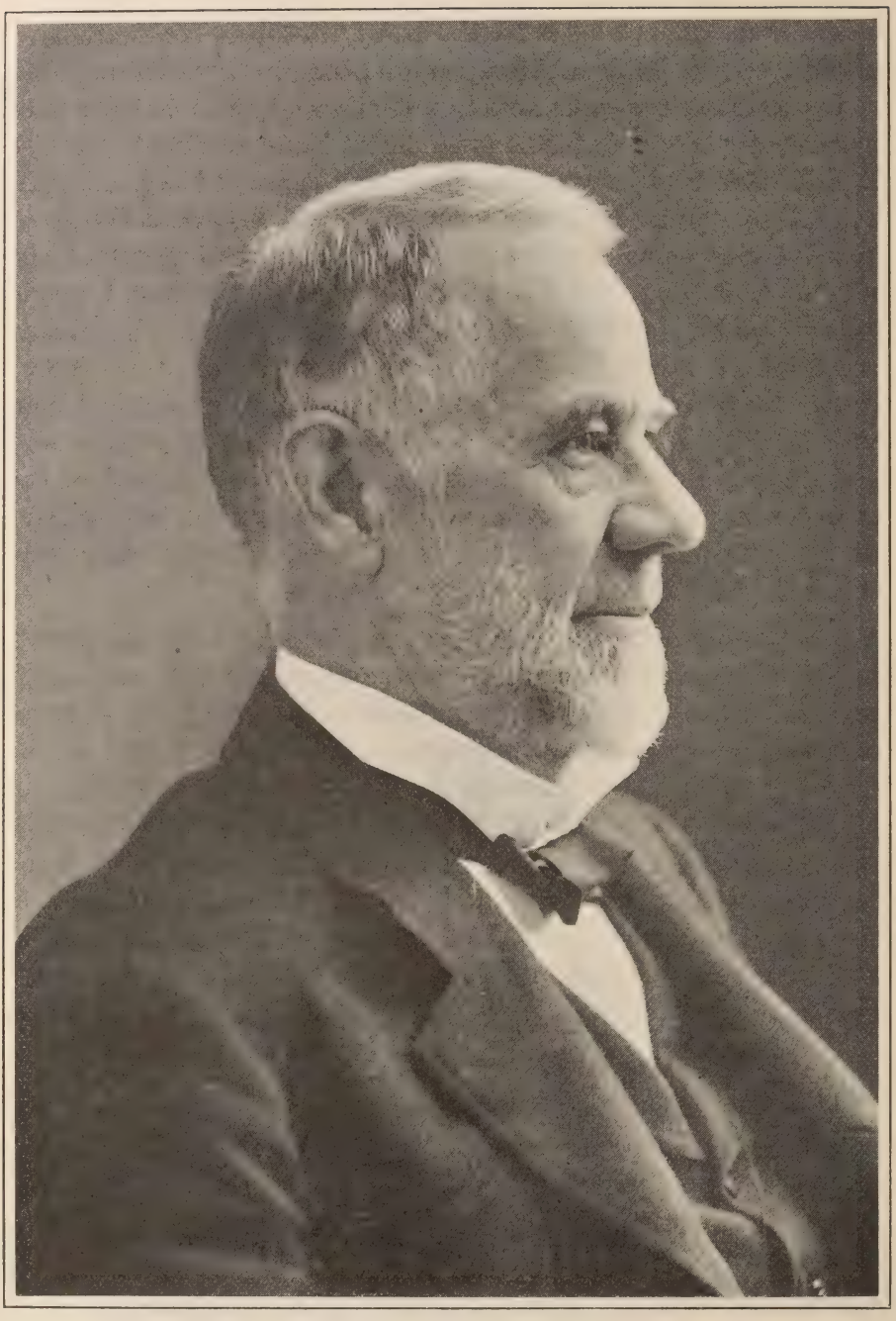
Most of us do not give to the word "heroism" the extensive definition to which it is entitled; we are prone to think its meaning restricted to those valorous acts in which men risk their own lives to save others. Heroes of this type deserve and receive the praise of all, and have their names inscribed with those of the Immortals in the Hall of Fame; but they form only a small part of the great company of heroes who contribute so much toward proof of the divinity of humanity. In the view of an eminent writer, heroism comprises courage, fortitude and self-denial, —"courage which leads a man forth to meet danger whenever thereto called by duty; fortitude, the power and practice of endurance which renders man superior to pain, and makes him accept whatever fate comes; and self-denial, the subordination of the material to the spiritual, of the lower to the higher nature of man, which renders his will master of his appetites and passions, and causes him to forego every personal benefit for the sake of honor and conscience."

A parent's sacrifices for a child's happiness and advancement; a child's self-denial for a parent's comfort in old age; self-effacement for the welfare of others; strict adherence to the dictates of conscience when pecuniary advantage and benefit would accrue by ignoring them; steadfastness in the defense of principles of right and justice, even when that course makes us cast lots with the unpopular side: these and countless other acts which come within the scope of right conduct are all evidences of heroism, meriting the emulation of mankind, and deserving undying fame equally with deeds of personal valor.

We should all conduct ourselves in our passage through this life so as to merit this beautiful eulogy:

"The legacy of heroes,—the memory of a great name, and the inheritance of a great example."





HENRY GASSAWAY DAVIS

BORN NOVEMBER 16, 1823 DIED MARCH 11, 1916

Brakeing a Freight the First Job of the Late Henry Gassaway Davis

HENRY GASSAWAY DAVIS, former United States Senator from West Virginia and Democratic Vice-Presidential candidate in 1904, was born November 16, 1823, and died in Washington, D. C., on March 11. Senator Davis was well known in Maryland, as until recently he was accustomed to spend his winters in Baltimore, and the headquarters of his large railroad and coal interests were there.

When nineteen years old, Mr. Davis obtained a position as freight brakeman on the Baltimore and Ohio, then a single track line extending from Baltimore to Cumberland. He was soon promoted to freight conductor and later to passenger conductor. His work attracted the attention of president Thomas Swann, who promoted him to the position of division superintendent and he soon became right-hand man to the president.

While serving as passenger conductor, Mr. Davis became acquainted with Henry Clay, who was a frequent traveler over our road. This acquaintance had a great effect upon the future career of the young man, for through it he became interested in politics.

While traveling over the road, Mr. Davis had not been blind to the value of the natural resources of what was then Western Virginia, and every cent that he could save from his salary was invested in land in that region.

In 1853 he was, at his own request, made agent at Piedmont, and about that time was married to Miss Kate Bantz, daughter of Judge Gideon Bantz. Mrs. Davis died in 1902, after nearly fifty years of happy married life. The Davis Memorial Hospital at Elkins, W. Va., is a suitable monument to her memory.

The outbreak of the Civil War found Mr. Davis a man of means and energy, engaged in laying the foundation of his future large fortune. Although the war caused him temporary losses, he remained a loyal Union man throughout the long struggle.

The close of the war and the admission into the Union of West Virginia as a separate state, found him in a position to make still greater efforts to develop the natural resources of the region.

Soon after the close of the war Mr. Davis entered politics, as Republican candidate for the Legislature. Himself a man of absolute honesty and uprightness, the discovery of dishonesty and trickery on the part of some of the party leaders caused him to leave the Republican organization and join the opposition. In 1866 he was elected to the lower house in the Legislature as a Union Conservative and two years later was chosen Democratic State Senator. In 1871 he was elected United States Senator from West Virginia, receiving the almost unanimous vote of the Legislature. Six years later he was re-elected. Senator Davis was one of the leaders in the Senate, and for two years held the important position of chairman of the Committee on Appropriations. At the expiration of his second term he declined to become a candidate for re-election, wishing to devote his entire time to his large business interests in West Virginia.

Senator Davis was one of the United States delegates who brought about the establishment of the Bureau of American Republics and a delegate to the second International Conference held in the city of Mexico in 1902. His retirement from office did not cause him to lose interest in politics and he remained a prominent figure in the Democratic party. In 1904,

at the age of eighty-one, he was nominated for the Vice-Presidency on the Democratic ticket.

Senator Davis had large business interests. The West Virginia Central and Pittsburgh Railroad was an enterprise of his conception. He was president of the company from the time of its organization, in 1881, until its sale to the Wabash, in connection with the Western Maryland. The coal mines and timber industry opened up by this road were immensely profitable to Senator Davis and his associates. The Coal and Coke Railroad, recently completed, was another of his enterprises, and he was largely interested in banking ventures.

Senator Davis was a prime mover in the upbuilding of West Virginia, a Christian gentleman, a creator of wealth and a patriotic American citizen. Between him and the officers of the Baltimore and Ohio there always existed a strong feeling of friendship. He was intensely interested in the progress of our railroad and a frequent visitor in our executive offices. His business relations with us were many and important. And, in addition to the intimacy which these relations naturally produced between him and Baltimore and Ohio men, there was the intimacy and mutual regard which came as the result of his unusually kindly, attractive and lovable nature.

Who Am I?

I am the fountain of all business.

I am the fount of all prosperity.

I am the parent, most times, of genius.

I am the salt that gives life its savor.

I have laid the foundation of every fortune in America, from Rockefeller's down.

I must be loved before I can bestow my greatest blessings and achieve my greatest ends. Loved, I make life sweet and purposeful and fruitful.

I can do more to advance a youth than his own parents, be they ever so rich.

Fools hate me, wise men love me.

I am represented in every loaf of bread that comes from the oven, in every train that crosses the continent, in every ship that steams over the ocean, in every newspaper that comes from the press.

I am the mother of democracy.

All progress springs from me.

The man who is bad friends with me can never get very far—and stay there.

The man who is good friends with me, can go—who can tell how far?

WHO am I?

WHAT am I?

I AM WORK.

—B. C. Forbes, in New York American

Cincinnati, Hamilton and Dayton Festoons Dining Cars for the Holidays

THE Cincinnati, Hamilton and Dayton Railroad operates two standard dining cars, finished in "Mission" style, with Dutch beamed ceilings, in addition to a number of parlor dining cars and cafe coaches.

There has been a large increase in the traffic between Cincinnati and Detroit, attributed by many to the growth of the automobile industry. The standard dining cars are operated on trains Nos. 3 and 4, which leave each of these cities at noon.

These two dining cars are the pride of the line. They receive close supervision from their stewards, for there is keen competition (diplomatically fostered by Arnold Shircliff, superintendent of dining car service) in the conduct of these cars.

For several years it has been a custom to decorate the cars around the Christmas holidays. The decorating is done during the week preceding Christmas and carried as far into the first week of the New Year as is possible. The accompanying picture shows one of the cars in its holiday garb. The steward in charge is Herbert Mayes.

All loyal Baltimore and Ohio men feel a deep interest in our "little sister," and this picture and article are published so that they can tell prospective passengers what service they can expect when traveling on the Cincinnati, Hamilton and Dayton.



GAILY DECORATED DINER IN CHARGE OF STEWARD HERBERT MAYES



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
ARTHUR W. GRAHAME, *Associate Editor*
HERBERT D. STITT, *Staff Artist*
GEORGE B. LUCKEY, *Staff Photographer*

Preparedness

STATESMEN and soldiers, from the days of Washington to the present time, have been urging upon the American people the necessity of preparedness for war—which means insurance against war. But until the fate of Belgium furnished us with an example of what befalls a weak or unprepared nation "when kings go out to war," their words fell upon unhearing ears.

Yet we need not turn to Europe to learn the cost of unpreparedness. We have paid it, in some degree, in every one of our wars. The situation in the Revolutionary War was summed up by General Washington in a letter to Congress in 1780, when he said:

> "Had we formed a permanent army in the beginning . . . we should never have had to retreat across the Delaware in 1776 trembling for the fate of America. . . . We should not have been the greatest part of the war inferior to the enemy, indebted for our safety to their inactivity, enduring frequently the mortification of seeing inviting opportunities to ruin them pass unimproved for want of a force which the country was completely able to afford."

In the War of 1812 we won only one victory on land (the Battle of New Orleans) in spite of the fact that we had nearly *ten times* the number of men under arms as did our British opponents. While our sailors (trained men) were winning undying glory on the seas, our untrained and poorly equipped militia and volunteers were being beaten with sickening regularity by the trained British troops. In the action at Bladensburg, Md., in August, 1814, militia and volunteers from Maryland, Virginia and the District of Columbia fled in a panic after losing eight killed and eleven wounded. The result of this action—a shining example of the value of a "citizenry trained and accustomed to arms"—was the burning of the National Capitol by the invaders.

It is true that in the Mexican War we did better, but this was due more to the weakness of the enemy than to our strength. General Taylor had eight months in which to train the volunteers who won the Battle of Buena Vista. But conditions have changed since that time. The German drive almost to the gates of Paris in the early days of the present European war, proved how futile is the hope of training troops after hostilities have begun.

General Upton, a distinguished writer on military subjects, expresses the opinion that it would have been comparatively easy to suppress the Rebellion in 1861, and that the failure of the Federal Government to do so was due solely to "our total want of military organization and preparation," and that "the last three costly and bloody years of the Civil War were needless."

In the Spanish-American War, as in the Mexican War, we were fortunate in fighting against a weak enemy, but even in that comparatively small affair we paid heavily, in delay and sickness, for the inefficiency of our military system.

What shall we do about it? Many solutions of the problem have been offered. They range from the plan of the hidebound military man, who sees no safety except in an immense standing army, to the dream of the long-haired peace advocate, who thinks that prayers and Chautauqua salutes can be successfully opposed to blood and iron. But somewhere there is a satisfactory solution—a happy medium between a uselessly large standing army and our present dangerous state of almost entire unpreparedness.

Many think that we shall eventually adopt some modification of the Swiss plan of universal training—not universal service—of boys and young men. This

method would, in a few years, give us a large number of well trained men. This force, in addition to a regular army large enough to furnish instructors and to handle an emergency situation such as the present Mexican trouble, would make us practically immune from attack.

Most of us will have little direct part in the deciding of these questions. But we can and should insist that they be decided as national issues, and that party politics and sectional or state feeling or profit shall have no part in the decision. We can perhaps do little toward influencing or controlling the men who are now in the Senate and the House of Representatives, but we *can* make sure that no Senator or Congressman who places party politics or the "pork barrel" above America's honor and security shall again represent us.

Be sure that you know how YOUR representatives vote on the question of preparedness.

✣

The Middle Age

THERE comes a clear day when one realizes that clothes are to keep the weather off you, that food is to give you health, that home is shelter and inspiration; that, aside from being clean and inoffensive, one's personal appearance does not signify very much; that the main thing in life is to be going along toward the goal of your ideals. That isn't getting old, it's getting sense. From then on Time is not master, but friend.—*Collier's.*

Good Sportsmanship

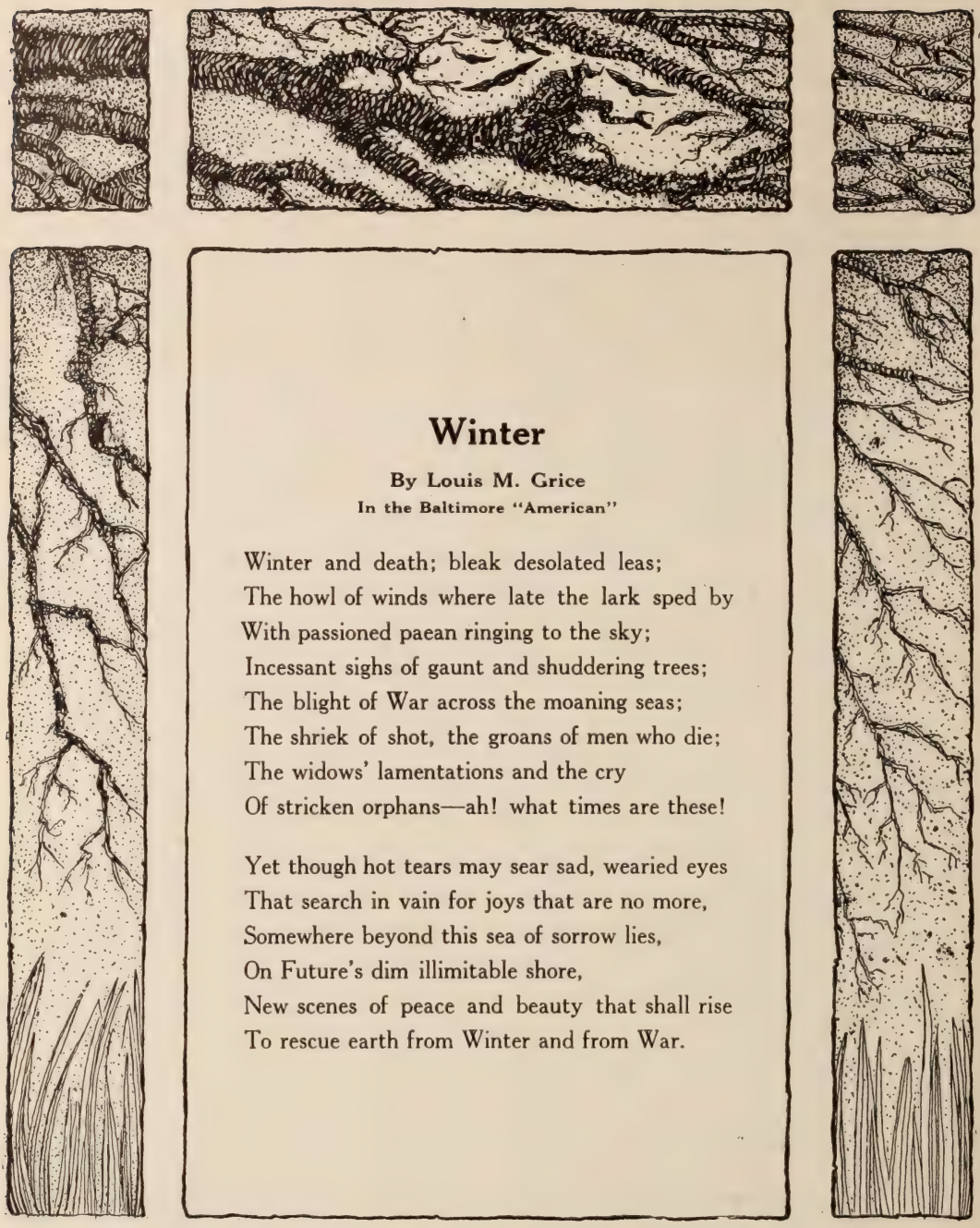
A RECENT southern intercollegiate champion in the one hundred and two-twenty yard dashes is the center of a most interesting and sportsmanlike episode. After a dual meet which his university had had with another university, and in which he had won first place in his two favorite events, he returned home with his team and with the first prize medals safely in his possession. But his conscience troubled him, because he felt that in one of the races he had "beaten the gun." Any boy knows that when a runner "beats the gun" he starts a little in advance of his rivals, even if the advantage he gets is so small that the referee can scarcely see it. But it *is* an advantage, and this chap felt that on account of it he had won the race unfairly. So he wrote to his rival who had won second place in the race and returned the first prize medal to him, asking him to keep it. Several days later he got the medal back and with it a letter from his correspondent in which the latter thanked him for his fine feeling, said his sportsmanlike action had been made known to the whole student body, and that it was their unanimous wish that he retain the medal, because in winning it he had not been unfair intentionally, and in returning it he had tried to the limit of his ability to make up for any unfair advantage he might have had.

When such sportsmanlike conduct as this obtains in all our intercollegiate contests, college education may well be said to be worth while.

100 Per Cent Car Movement

At 6 p. m. twenty-five cars of coal were ready for shipment from the Federal mines, Keyser, Pa. By 3.30 p. m. the next day the Curtis Bay coal pier had loaded twenty carloads of the coal into the hold of the steamship Malden and she was headed for Chesapeake Bay

These Cars Kept Moving



Winter

By Louis M. Grice
In the Baltimore "American"

Winter and death; bleak desolated leas;
The howl of winds where late the lark sped by
With passioned paean ringing to the sky;
Incessant sighs of gaunt and shuddering trees;
The blight of War across the moaning seas;
The shriek of shot, the groans of men who die;
The widows' lamentations and the cry
Of stricken orphans—ah! what times are these!

Yet though hot tears may sear sad, wearied eyes
That search in vain for joys that are no more,
Somewhere beyond this sea of sorrow lies,
On Future's dim illimitable shore,
New scenes of peace and beauty that shall rise
To rescue earth from Winter and from War.



The Woman's Part

THE women and children in the families of Baltimore and Ohio men will be glad to learn that the Company is going to treat them to a moving picture show. It is called "The House That Jack Built;" is in two reels and its performance will take about forty-five minutes. And although it treats of the very practical subject of "Safety," it does so in such a realistic way that we believe it will prove the most interesting motion picture ever seen by the members of our railroad family.

We don't want to tell the story of the picture before it is ready to be shown at the different points on the System, but there is one particular scene in it, a description of which would seem to have a particularly appropriate place in this department.

The wife of Jack, who is the hero of the story, is a pretty, conscientious and capable housekeeper. Through several sources she learns that her husband is not considered a "safe" man in his position as brakeman, and the thought so preys on her mind that she has a dream in which she sees him as the cause of a terrible accident in which the conductor of the train, the best friend Jack has on the railroad, is killed.

She awakes from this hideous dream in a state of extreme nervous tension, runs into her kitchen, wraps up a pie which she has just baked for Jack, and, slipping a sweater coat around her shoulders, hastens down the street to the railroad yard and to the shanty in front of which Jack usually has his lunch with his conductor. But as she approaches the shanty from the rear she sees the conductor and her husband standing in front in animated conversation, the former beckoning to a poor devil who is hobbling across the tracks on a pair of crutches. He has called this fellow over to get him to tell Jack how he lost his leg, and the wife approaches the three from the side of the shanty and, unknown to them, listens intently to the story.

Of course, the pictures on the screen tell much more vividly than we can here how the man was eating his breakfast with his wife in his little home, how they quarrelled over some trivial matter, how he tried to "make up," how she refused to reciprocate and be comforted, and then how he went away angry and in no condition for his work. Then comes the final scene of this episode, in which he is walking along the track, unmindful of the dangers about him because his mind is upset by the quarrel of the morning—a train backs up on him, throws him across the rail and cuts off one of his legs at the knee.

All of which is to point out by means of the story the fact that in the home of the railroad man which is blessed by a family, the wife can and does play a most important part in fitting her husband for his work, and hence for the duty which enables him to be a successful provider and a congenial and thoughtful helpmate.

At the meeting of the Baltimore and Ohio Veterans at Martinsburg, held on the night of January 22, division superintendent Cahill made a special plea to the women folk present that they make the home-life of the railroad men comfortable, clean and happy in every way they could. And he went so far as to say that if the women of the Cumberland Division would see to this, he would see to it that the men were properly safeguarded in their work, were surrounded by helpful influences, and were given a fair opportunity to make good after they got on the division.

This is the opinion not only of Mr. Cahill, but of all the other far-seeing and progressive officials and employes of our road; and in this day when women are looming so large in business, social, political and religious activities, it is particularly necessary that they forget not their prime duty as the housekeeper.

Make yourself and your home attractive to your husband. Encourage him in his work, urge him to be careful and be his good counsel. Your reward will come in the form of an industrious, careful and affectionate husband. And what beyond this could a woman desire?

We hope that the power of the women in the families of our employes will constantly increase, because we believe that the more their influence is exerted in the lives of our employes, the better it will be for our railroad family and our railroad. And this is one of the reasons that we are going to try to build so interesting a Home Department as to make every railroad man who gets the MAGAZINE want to take it home to his wife, so that she can read it and understand that she, as well as he, has an important part to play in the working out of the welfare of our railroad and all those connected with it.

Music in The Home

SO much is done for the children nowadays. So many different sorts of knowledge are crammed into them at school. They devote themselves to so many things unconnected either with childhood or home life. Meanwhile one opportunity—rich in possibilities for happiness—is too often neglected. Mr. Josef Stransky, conductor of the New York Philharmonic Orchestra, gives wise counsel in this matter:

> The way to love music, to increase its production, is to know it when you are young—young individually and young as a nation. It is much more difficult to prepare people to enjoy music after they are grown up and their minds have become crowded with various interests in life. The American nation should not let its youth slip by without filling the souls of the children with music. . . . .
>
> As yet the young people here do not have their minds directed definitely enough in musical channels. I do not see groups of children standing about a piano in the twilight and singing to a mother's accompaniment. I do not see the boys of a neighborhood forming a small orchestra and playing really fine music as they do in France and Germany.

Mr. Stransky overstates his case somewhat. We know of a New England farmer's family of six children, each playing a different instrument, who, with father and mother, make a real little orchestra. And there are a good many such groups of the sort Mr. Stransky says he has not seen—youngsters about their mother at the piano. But there should be still more—many more. There cannot be too many. For, as the wise conductor says, music is something more than mere entertainment. It is "a serious and permanent joy in life . . . to keep the emotions stirred, the imagination young."—*Collier's.*

—

Mary had a little lamb,
A lobster and some prunes,
A glass of milk, a piece of pie,
And then some macaroons;
It made the naughty waiters grin
To see her order so,
And when they carried Mary out
Her face was white as snow.
—*Ideal Power.*

Lovely Frocks for the New Season's Wardrobe

By Maude Hall

Prepared Especially for the Employes Magazine by "Pictorial Review"

ONE cannot speak of simplicity in dress without thinking of the one piece frock. It combines all the virtues of comfort, style and beauty and can be so guided as to sidestep the path of extravagance, unless one has an unrestricted budget for dress.

The designs for the new season are charming in the variety of their materials and trimmings. In woolen stuffs checks are particularly emphasized, and the sheet stuffs show a good many cross-bar and check designs, but up to date the silks lean much more heavily toward stripes.

Some of the simpler striped silks are made up into unpretentious little frocks that have a decided air of smartness in spite of their simplicity and that would be very useful in a summer wardrobe. A dark blue and biscuit frock, for example, in satin and taffeta, is made with no trimming save the vest of biscuit. The handling of the checks does the rest, and "the rest" is very satisfactory.

Striped models from the hands of American designers also often fail because the designer has juggled with the stripes too energetically. The result is cut up, suggests a crazy quilt or a picture puzzle, cuts the figure where it should not cut it, accentuates a line where it should not accentuate it; but handled carefully the stripe, and particularly the rather bold stripe, has excellent possibilities even in the most inexpensive materials.

The wide, regular stripes in gay color and white are shown in almost every material, from the cheapest of muslins to the most costly of silks.

Cotton gabardines, linens, lawns, voiles mohairs, marquisettes, chiffons, radiums, taffetas, etc., all show these stripes, and irregular striped arrangements are almost as numerous, while for those who do not like the more striking effects there are plenty of demure, narrow stripes, not nearly so modish looking, but often delightful and much less likely to become common.

Mohair and worsted mixture is a fabric peculiarly suited for spring wear. It is



light, cool, has a lustrous, silky sheen and because of its springy texture, is perfect for the new flaring skirt and cape coat. Mulberry is a new color which is especially glowing and soft in the mohair and worsted weave, and the new bolling green is notably rich and distinguished in this material. A Lanvin frock shows green mohair and worsted in stitched bands on a skirt of green Georgette crepe. The close bodice buttons straight down over the bust with white pearl buttons and the long bishop sleeves are of the green crepe with white satin cuffs. The collar is of white satin veiled with green Georgette crepe.

Collars are of many kinds, some buttoning high across the chest, and snug around the throat, others rising close to the throat to curve down deeply in cavalier fashion, still others rolled back in shawl revers from a high vest.

Deep muslin collars trimmed in narrow bands of pique or heavy linen are numerous, and the Spanish tabbed collars, whose tabs, falling from the top of a high close collar, are deep enough to bring them almost within the cape collar class, are offered in every degree of fineness and elaboration.

When Milady Dances

THE dance yields to no form of amusement its demands for exquisite frocks. To the left of the cut on page 61 is shown a gown in rose colored chiffon embroidered boldly in rope silk of the same shade. The foundation skirt and low-cut bodice are of silver gauze, the over-skirt of chiffon being merely gathered to the bodice with a deep heading. It is draped at either side. In medium size the design requires 5 yards 40-inch chiffon and 3½ yards of silver gauze for the foundation and bodice. Three yards 36-inch satin make the foundation.

Two frills of dainty lace, overdraped with chiffon and surmounted by a deep, pointed girdle of silver sequined satin, and you have the most striking features of the second costume. The underblouse is of lace but the bretelles, broadened to give the drooping shoulder effect now so



fashionable, are of satin. To make the dress requires 8 yards 20-inch lace flouncing, 2½ yards chiffon and 1¾ yards satin.

First Model: *Pictorial Review*, Costume No. 6498. Sizes, 34 to 42 inches bust. Price, 15 cents.
Second Model: Waist No. 6466. Sizes, 34 to 44 inches bust. Price, 15 cents. Skirt No. 6531. Sizes, 22 to 30 inches waist. Price, 15 cents.

The Old Stoic

By Emily Bronte (1818-1848)

Riches I hold in light esteem,
And love I laugh to scorn;
And lust of fame was but a dream,
That vanished with the morn:

And if I pray, the only prayer
That moves my lips for me
Is, "Leave the heart that now I bear,
And give me liberty!"

Yes, as my swift days near their goal,
'Tis all that I implore;
In life and death a chainless soul
With courage to endure.

Home Dressmaker's Corner

The Modish Russian Blouse Costume Featured Among The New Spring Styles

INTEREST in tailored suits for general wear throws the Russian blouse as a high light upon fashion's background. The design shown here is carried out in checked mohair. The blouse closes at the side and the open neck is finished with a high turn-over collar. There is a three-piece peplum with pockets, the length being

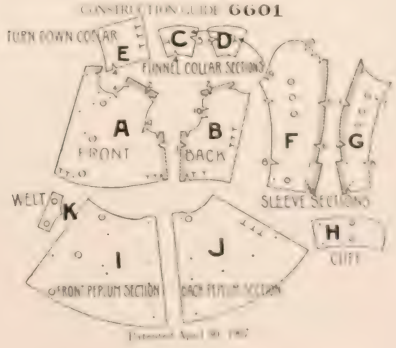


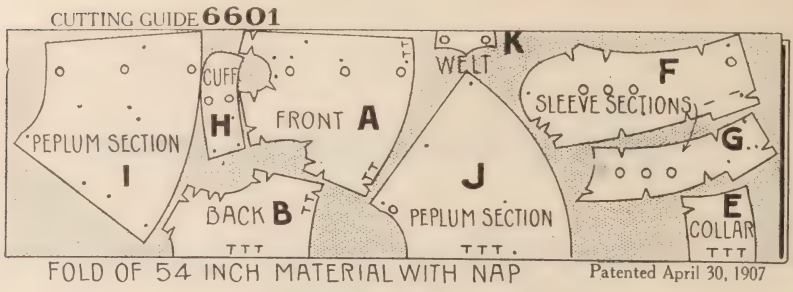
regulated according to the fancy of the wearer. With the coat is worn a five-gored skirt, with high waistline, the side gores having an inverted plait at the center and a separate pointed hip section. In medium size the suit requires 5⅝ yards 54-inch material.

The home dressmaker will be interested in the cutting and making of the blouse because it is a model that can be used separately and developed in any material. First fold the mohair in half, place, as shown on the cutting guide, the back and peplum section marked "J" on the lengthwise fold. The turn-down collar is laid at the extreme right end of the material. All the remaining sections, the front peplum, cuff, front, welt and sleeves, are arranged on a lengthwise thread of the material. If the jacket is desired with the open neck, cut out neck of front along indicating small "o" perforations.

With the various parts of the pattern properly cut the construction may be begun. First, close the underarm and shoulder seams as notched, the center front being indicated by line of large "O" perforations. Gather lower edge of blouse to fit the waist.

Next, turn the hems of the peplum at side edges on small "o" perforations. Sew to lower edge of blouse, center-fronts and center-backs, even, the large "O" perforation in back peplum section at the





under-arm seam. Tack the upper side edges of front and back peplum sections together. Adjust welt to position as illustrated on reverse side of envelope, the straight edge of welt between the small "o" perforations. Adjust two-inch belting to position underneath gathers at lower edge of front and back for a stay.

Sew collar to neck edge, notches and center-backs even and roll as illustrated in figure.

Then close the sleeve seam as notched, easing any fulness between notches at elbow and leaving extensions free: turn under extension on slot perforations, lap to small "o" perforations. Turn hem at lower edge on small "o" perforations. Adjust a straight belt of material (3½ inches wide when finished) to position over gathers as illustrated.

Waist No. 6601. Sizes 34 to 44 inches bust. Price of pattern 15 cents.

A Bakst Plaid

In the new Bakst plaids one finds the bold outline that commands admiration as it summons personal courage. Yet, no especial bravery is required to wear this frock. Field mouse gray combined with Russian green is the color scheme, the green being repeated in the taffeta band about the lower edge of the skirt, the pocket flaps, collar and cuffs. For added novelty the girdle has sash-ends at the back. About 2½ yards of taffeta are required for the trimming, the dress calling for 4 yards 44-inch plaid.



Pictorial Review Costume No. 6578. Sizes 34 to 50 inches bust. Price, 15 cents.

A New Striped Effect

Call it distingue, chic, or what you will, but there is a novelty about this suit that makes it one of the most attractive of the season's models. The full, circular skirt is gathered to a high belt of self-material and worn with a Russian blouse which fastens in the back. Dashes of taffeta on the belt, sleeves and collar are the chief decorative features. In medium size the costume requires 4½ yards 54-inch material and ¾ yard taffeta.



Pictorial Review Costume No. 6604. Sizes 34 to 42 inches bust. Price, 15 cents.

Doilies in Four Sizes for Many Purposes

They May be Used on the Tray, Table or for Asbestos Mat Covers with Equal Effect

By Kathryn Mutterer

THIS beautiful set of doilies comes in four sizes and may be used for many purposes. The housewife who likes simple effects will admire the exquisite simplicity of style and recognize the lasting value of the design because it is one that will hold its own in spite of changing household linen fashions.



The doilies may be used on the tray or the table, or they may serve to cover the asbestos mats beneath hot dishes. They are made of pure white linen, the scallop worked with white in buttonholing, the dots in the raised satin stitch. If used with colored china, it is a pretty idea to repeat the color of the china in the dots, and to outline the inner edge of the scallop with the same color.

Fashion demands that the housewife be as particular about the size of her doilies as she is about their design and material. The four sizes illustrated here are five and three-quarters by nine inches, six and three-quarters by ten and one-half inches, eight and three-quarters by thirteen and one-half inches and eleven and one-half by seventeen and one-quarter inches, respectively.

Needleworkers are going in for colored embroideries more extensively than ever. White work is always dainty and pretty, but for the worker who has little time the colored embroidery gives so much effect and brings novelty and beauty into the home. Then, sometimes, white embroidery gets monotonous to the worker and she will gladly welcome the idea of matching these doilies with her china for the sake of introducing charming bits of color. It is fascinating to work with colored cottons and colored work does not try the eyes.

No. 12200. Design for one doily of each size, stamped on white linen, price seventy-five cents; with white cotton for working, thirty cents extra. Transfer pattern, price, fifteen cents.

Salmon Omelet

One can salmon; four eggs; nutmeg, salt and pepper; four tablespoons boiling water. Beat eggs light, add salmon minced and drained, seasoning, and lastly add hot water. Put in well buttered omelet-pan, cook till firm. Serve with toast for breakfast.

Third Annual Fellowship Dinner of New York and Staten Island Divisions Largely Attended

THE Third Annual Fellowship Dinner of the New York and Staten Island Line Divisions was held on the evening of February 5, at the Broadway Central Hotel. We believe that our friends in the Metropolitan section are the leaders in this kind of railroad activity, they being the first to have instituted these employes' dinners, as an annual attraction. And the originators of the idea, who planned the first dinner three years ago, surely must have felt gratified at the large response which was made to their invitations for the banquet this year.

About four hundred employes with their wives and lady friends got together for a splendid dinner and for the feast of music, song and reason, which followed. With the exception of the guest table, and the one which was reserved for the fifty odd members of the Baltimore and Ohio Glee Club from Baltimore, the diners were seated at tables holding from four to eight people. This made it possible for friends and coworkers to sit together, and, as the buzz of conversation and laughter during the dinner attested, proved to be an admirable idea.

The regular courses were pleasantly and quite frequently interrupted by the distribution of handsome souvenirs, some for the ladies and some for the men, which had been contributed by a few of our good customers in the New York territory. Pencils came from the General Oil Co., diaries from the Galena Signal Oil Co., table water from the Clysmic Spring Co. and the Manacea Water Co., Premier salad dressing from Francis H. Leggett & Co., book matches from the United Cigar Stores Co., pretty boxes of candy from Park & Tilford, pocket books from the Edna Brass Co., and perfumery from D. R. Bradley & Son and the A. P. Babcock Co. A good orchestra also enlivened the dinner hour with popular songs and pieces from the latest Broadway musical successes.

F. C. Syze was an extremely capable and entertaining toastmaster. He was compelled to compress his remarks into tabloid form, so to speak, on account of the late hour at which the dinner proper was finished. But he did this with appropriate facility and his brief introductions were thoroughly enjoyed. At times he was intensely earnest and impressive in his manner, and at others leavened his remarks with witticisms and bright personal references.

As the first number on the program, Mr. Syze called for a song from the Glee Club. They responded with the "Winter Song" by Bullard, a particularly appropriate selection because it tells of the pleasures of good fellowship and of feasting and song and music. This was followed by a characteristic negro melody, "Honey, I Wants Yer Now," and both of these pieces were heartily applauded.

As the first speaker on the program, Mr. Syze introduced W. H. Averell, general manager of our New York properties. Mr. Averell expressed his pleasure at being present, and his belief in the value of such affairs in producing cooperation and better understanding among the employes. And then in a forceful way he explained the difficult situation facing the New York Terminal authorities in the large amount of business offered us for transportation at New York and the difficulty of coping with it on account of congested terminals and inadequate marine facilities. It was probably a surprise to many of his hearers to learn that at the time he was speaking there were fifty-seven solid miles of freight cars awaiting movement into the New York Terminals on account of scarcity of ships in which to place the freight for ocean transport. In conclusion, Mr. Averell stated that he was anxious to help the employe who was willing to help himself; that there were many opportunities for promotion on the New York properties and that the difficulty that he experienced was in finding men capable of stepping into positions of greater responsibility. Surely what he said cannot help but be a spur to increased activity and application on the part of our men in New York and particularly the young men.

"Now the Night in Starlit Splendor," an arrangement of the sextet from "Lucia de Lammermoor," was then given by the chorus of Baltimore singers and as an encore, the familiar and ever delightful "Kentucky Babe."

George J. Brown, who has been connected with the New York properties for a number of

years, has been one of the most active supporters of the fellowship dinners and is held in high esteem by all his co-workers, was then asked to say a few words. And he did not have to expatiate at length upon his pleasure in being present, for his genial smile fully attested this fact, and his brief remarks merely emphasized his belief in the value of these employe dinners and his hope that they would continue to be increasingly successful.

"When Stars Are in the Quiet Skies," a Glee Club selection, which has all the sonority of the never-ceasing surges of the sea and its impressive harmony when in quiet mood, was then given. And the next song, "Cousin Jedediah," which was sung with splendid spirit, undoubtedly recalled memories of this old time melody to the minds of many people in the assemblage.

Edmund Leigh, general superintendent of police and president of the Glee Club, was then asked to speak. Mr. Leigh has been with the railroad less than two years, but during that time his wide activities have brought him into touch with the employes all over the System. And in his regular work and his outside activities for the railroad, he represents the splendid progressive spirit which is permeating our whole organization.

He spoke of the difficulties which he had had to contend with upon first taking up his work and emphasized the fact that increasingly good cooperation was being shown his department. He suggested the great value that the men under his direction could be to practically all departments on the railroad and urged his hearers to feel free to give him any suggestions for the improvement of the police organization, and also to remember that he was anxious to cooperate whenever his services would help further any good cause. On account of his large experience in police work, Mr. Leigh has remarkable insight into human nature and a fund of anecdote which he used to good effect in his address. He took his seat amid the enthusiastic plaudits of his hearers.

The few men from the Glee Club who had sung at the 1915 banquet had at that time introduced the very attractive and unusual glee song "Schneider's Band" to the New York folks. After several requests that it be repeated had been received, the "boom, boom" of the German band in the distance was heard and the picture of the band approaching with increasing clamor and gradually fading into the distance was well painted in tone colors by the singers. The Club responded with "The Officers' Song," which has gotten to be quite an institution on the railroad. Special verses had been written about men prominent in our organization in New York and it will probably be interesting to our readers to see them, viz:

Officers' Song

Here's to C. C. F., the Bent,
In New York town he's pitched his tent,
In which he runs an "on time" show,
We've seen his records and so we know.

Chorus.

Away, away, oh here they come,
Open your eyes and watch them hum,
All past records they'll put on the bum,
The men of the Baltimore—Heigh O!

Here's to "Young Bill" Averell,
Good service is what he's come to sell,
He never quits when he starts a job,
That's why he's got to be SOME Nabob.
Chorus.

Here's to G. J. "Hustler" Brown,
The busiest man in New York town,
He likes all men except the shirk,
And—goodness me—he's a glutton for work.
Chorus.

Here's to "Pilot" J. H. Clark,
On maritime matters he's quite the shark,
He smokes good Havanas and buys gasoline
And burns them both in his big machine.
Chorus.

Here's to Syze and his genial smile,
To meet his peer you'll go many a mile;
A popular chap as you can see
And one of the best in the Companee. Chorus.

Here's to "Traffic" Tomlinson,
On getting business a son-of-a-gun;
The "Billy Sunday" of the rail,
In urging shippers to "hit our trail." Chorus.

Here's to grand old gent—Cornell,
For you we all can yell like—well,
Just take the deed for the word—for we
See ladies here in the Companee. Chorus.

Hamner, Hamner, how do you do?
You're new to us and we to you,
But we're behind you every day
To move the freight—now wha'd'ye say? Chorus

Here's to every man of you
Whose heart is right, whose aim is true,
ALL TOGETHER—ON THE JOB—
We'll make our mighty railroad throb.
Chorus.

The evening was well along by this time, and J. M. Watkins, auditor of revenue from Baltimore, who is a mighty popular official among our New York employes, limited his remarks to his usual felicitous expression of his pleasure at being invited to come to the dinner.

The real event of the evening then took place, when Mr. Syze, in behalf of the employes, presented to William Cornell, the grand old man of the New York Division, and the retiring terminal agent there, with a beautiful diamond ring. Mr. Cornell has been with the Company for many years and is loved by practically all of the men who have ever been associated with him. He was visibly affected by this expression of their regard and in a few words expressed beautifully his gratitude for the token and for the spirit which prompted its giving. The applause reached the measure of grand acclamation as Mr. Cornell resumed his seat.

H. R. Hanlin, the newly appointed superintendent of the Staten Island Division, and T. L. Terrant, assistant superintendent, were then asked by Mr. Syze to say a few words. This they did in a pleasing manner, and both by their genial personalities and their business-like address, created a most favorable impression upon their hearers. We regret that we are unable to publish more in detail what they said. The big dining room was then turned over to the orchestra and the dancers, who "tripped the light-fantastic" until the early morning.

In writing to the secretary of the Glee Club, Mr. Frey, chairman of the dinner committee, said, in part:

"The Committee *respectfully requests* that you place in the MAGAZINE in the heaviest faced type you have in stock, our heartiest appreciation for the courtesy of the Glee Club, and congratulations upon the very fine entertainment given. We have heard from all sides and still hear that 'that Glee Club was great.'

"We feel assured that this dinner, which showed a net increase in attendance over previous ones, will be so widely advertised over the System generally, by word of mouth and by the MAGAZINE, that we can look for a good increase in out-of-town attendance next year. We would certainly like to get acquainted with the other boys, especially with those in the departments in Baltimore, with which we all work so closely."

What Whiskey Does for the Railroad Man

IT WRITES ORDERS WRONG
IT READS ORDERS WRONG
IT RECEIVES ORDERS WRONG
IT THROWS SWITCHES WRONG
IT CALLS RED WHITE
IT NEVER CALLS WHITE RED
IT MAKES CAUTION ORDERS WITHOUT EFFECT
IT MAKES SLOW FLAGS WITHOUT COLOR
IT MAKES ONE MEETING POINT ANOTHER
IT MAKES WAKEFUL MEN SLEEPY
IT MAKES DUTIES DANGEROUS
IT MAKES HOT BOXES COLD
IT MAKES ROUGH JOURNALS SMOOTH
IT MAKES BUCKING RAILS STRAIGHT
IT MAKES BROKEN RAILS WHOLE
IT MAKES SLOW COUPLING FAST
IT MAKES HAND LIFTERS FOOT LIFTERS
IT MAKES GRAB IRONS BRAKE-STAFFS
IT MAKES FOOT-STEPS BRAKE-BEAMS
IT MAKES PILOT AND FOOT BOARDS DEATH TRAPS
IT MAKES GOOD MEN BAD MEN
IT MAKES TWO LIMBS ONE
IT MAKES WIDOWS AND ORPHANS
IT MAKES ONE LIFE NONE
IT MAKES CAREFUL MEN HAZARDOUS
IT MAKES ACCURATE WORK INACCURATE
IT MAKES SHARP MINDS DULL
IT MAKES PLEASANT FACES UNPLEASANT
IT MAKES GOOD CUSTOMERS BAD CUSTOMERS
IT IS AGAINST SAFETY; UNSAFETY IS ITS NAME

—*Exchange.*

Glee Club Heard by Many Employes During Past Season

Preparations for Annual Concert and Dance Now Under Way

ENCOURAGING reports are heard on every hand concerning the progress of the Baltimore and Ohio Glee Club during the last three months. Following the Christmas holidays, the Club had the pleasure of giving its services on successive Sunday nights to the Christian Church and the Union Square Methodist Church, both of Baltimore. At the meeting of the former church, T. E. Stacy, secretary of the Riverside Y. M. C. A., and C. W. Egan, general claim agent, were present and delivered interesting addresses. And the congregation of the Union Square Methodist Church was particularly fortunate in being able to listen to an inspiring talk by C. W. Woolford, secretary of the Baltimore and Ohio. At each of these meetings a large number of our employes, particularly those engaged in work at Mt. Clare, were present and both of the services were properly named "Baltimore and Ohio Evenings."

On Saturday night, January 22, the Glee Club, with Mr. Smock as its leader, went to Martinsburg to sing for the Veterans at their annual banquet. The Company gave the Club a special day coach on the going trip and a sleeper on the return trip, and the entertainment provided by the Club was very much appreciated by its Veteran friends. As a matter of fact, from the press notices in the papers published on the succeeding day, it was quite evident that never in the history of Martinsburg had any musical affair created so much interest and favorable comment. On the other hand, the hospitality extended by the Veterans to the Club was in keeping with the well known reputation of the Veterans and their able president, Z. K. Brantner, for wholesome and enjoyable entertainment.

On Saturday night, February 5, the Glee Club again had the pleasure of entertaining a large number of Baltimore and Ohio men and their friends. The occasion was the Third Annual Fellowship Dinner of the New York and Staten Island Divisions, held at the Broadway Central Hotel. On this occasion also the Company gave the Club the use of a special day coach. Many of the members of the Club took advantage of the transportation given them to spend Sunday in New York and reports indicate that the whole affair was very much enjoyed. The Glee Club furnished practically all of the entertainment at this banquet and its work was highly spoken of by the officials of the New York properties and by others attending the banquet.

At the first of the advance meetings held under the auspices of the Central Y. M. C. A. in the interest of the Billy Sunday Campaign in Baltimore, the Glee Club led the congregational singing under the direction of Mr. Smock, and also sang two sacred numbers. It was an especial privilege for the members of the Club to give of their services in this way as a slight recognition of the unusual courtesy extended by the Central Y. M. C. A. in providing a splendid room with light, heat and piano for the rehearsals each Monday night.

The membership of the Club now comprises sixty men over fifty of whom report for each rehearsal. The pieces now being rehearsed for public performance this year are much more difficult than those sung at last year's concert, but the enlarged membership and the improved quality in the singing will make it comparatively easy for the Club to cope with them.

Preparations are now being made for the annual concert and dance which will be held on the night of Wednesday, May 10. On account of the increase in the size of the Club and the much larger increase in the number of its friends in Baltimore and particularly in the service of the Company, it has been found necessary to engage a larger concert hall than was used last year. Hence, the Club takes great pleasure in announcing that Albaugh's Lyceum Theatre will be the scene of its second annual "Trip to Songland," and, of even greater cause for congratulation, that the Belvedere ball room will be the scene of the dance. When it is remembered that Albaugh's will hold about 1400 people and that at least 250 couples can dance very comfortably in the beautiful ball room of the Belvedere, it will be seen how splendid an entertainment will be provided for the evening.

There was some hesitation on the part of the members of the Club in deciding to hold the concert and the dance in separate auditoriums on the same night. However, no available hall in Baltimore, combining facilities for both

the concert singing and dancing, could be obtained, and in view of the great interest which is being taken in the Glee Club by our officials and employes, it was felt that none of those at the concert would feel it a hardship to walk the short block and a half from Albaugh's to the Belvedere for the dancing. As a matter of fact, if the weather on the night of the concert measures up to what the poets claim for a May evening, this little diversion and bit of fresh air between the concert and the dance will be more of a "lark" than a nuisance for those participating, and should be thoroughly enjoyed.

Plans for the concert are being made so far in advance this year that, although no definite assurances can be made by our officials that they will add to the pleasure of those attending by their presence, most of them have taken boxes and they will make a special effort to be there.

The decorations and the railroad scenery and atmosphere which will be provided for the concert this year will far surpass in interest and beauty those which graced the 1915 performance. In fact, the efforts being made by the members of the Club to make their second annual entertainment literally a "howling" success, are more comprehensive in every respect than those of last season. And it is confidently hoped and expected that a more representative and larger audience will be present to enjoy the fun and the good fellowship.

Minstrel Show at Grafton

THE Baltimore and Ohio employes at Grafton gave a very enjoyable minstrel show at the Grafton Opera House, on the evening of Tuesday, February 29th.

Reno Fleming was the director of the company and A. H. Freygang the interlocutor. The comedians were Walter Cook, Earl Knight, Thurl Brooks, George Hussion, Joe Newham, and Reno Fleming, while J. B. Waters, G. H. Welsh, Clarence Korte, Edgar M. Foley, George Laird, Richard Foley, C. N. Mays, G. D. Motter, C. A. Sinsel, Jr., Harry Hamilton, Tom Vance, C. F. Shroeder, Joe Madera, T. E. Garvey, George Cannon, Edward Dowden, James Burns and Dan Foley made up the chorus.

The first part of the show was devoted to the usual minstrel songs and jokes. In the olio, Reno "Are" Fleming furnished the entertainment with "a one and three-quarter reel feature, from the Highlands of Brazil—Where the Nuts Come From."

The third part of the entertainment was a skit entitled "The Presidential Barber," in which Dan Foley impersonated President Wilson. The other parts were played by Edgar M. Foley, Joe Newham, Charles Sinsel, Walter Cook and A. H. Freygang. The chorus consisted of G. H. Welsh, J. G. Waters, G. Cannon, J. Madera, T. E. Garvey, James Burns, E. Knight and C. Korte.

The committee in charge of the affair wish to extend their sincere thanks to all those who helped to make it a success.

This minstrel show is but another indication of the feeling of good fellowship and "teamwork" that is growing stronger and stronger on our railroad. The value of these get-together meetings of the railroad family—the banquet of the Martinsburg Veterans' Association and the Fellowship Meeting at New York, are two recent examples—and of the various organizations which are fostering this helpful spirit, among them the various Veterans' Associations, the Glee Club and the Baltimore and Ohio Orchestra, cannot be overestimated.

Orchestra Numbers Over Twenty Employes

THE first call for candidates for the Baltimore and Ohio Orchestra brought out about fifteen men. There was some difficulty about getting the rehearsals started, however, and it was a month later before the boys got together for actual practice. A good deal of trouble was also encountered in securing a competent leader and for a month or two the rehearsals were held with varying success. Saturday night, February 26, saw the largest number of men present. There were twenty-one all told, including twelve violinists. On the following Saturady night only sixteen men appeared, but the instruments were of greater variety and the balance of the playing much better than at any previous rehearsal. It would have pleased all Baltimore and Ohio employes who are interested in music and in the Company to hear the boys play "The Priest's March" from Athalie by Mendelssohn.

Of prime importance and great promise to the orchestra is the engagement as its conductor of Sherman Knight, leader of Knight's Band and Orchestra, and an employe in our freight claim department. Mr. Knight has had a good deal of experience in this line of work and under his directorship, progress should be fast and satisfactory.

The orchestra meets each Saturday night at the Central Y. M. C. A. Building, corner Cathedral and Franklin Streets, Baltimore, at 8.00 o'clock. The officials of the Y. M. C. A. have very kindly let the members have a splendid room with a grand piano, light and heat, without charge, for their rehearsals. T. E. Stacy, secretary of the Riverside Y. M. C. A., is temporary secretary, and R. C. Haynie of the freight claim department is temporary treasurer. Any information in regard to the activities of the orchestra may be had from either of these men or from the editor of the MAGAZINE.

The orchestra has started its existence under most favorable circumstances; practically its only expense will be the salary paid to the director, and with the present number of men in the organization, this cost will not mean a burden to the individual member of more than fifty cents per month for dues. With such an opportunity before the Baltimore employes of the Company, it will be surprising if large numbers of them do not avail themselves of the

privilege of this musical fellowship, through which so much of an educational and cultural nature can be gained.

Come out and meet the bunch any Saturday night. Listen to the spirited playing. Learn something about the works of the world's master musicians. Get the splendid spirit which the boys now in the orchestra possess. And better still, lend them your assistance and enthusiasm in putting on its feet and making a success of this, the latest infant in our big Baltimore and Ohio family.

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Pittsburgh Traffic Men Organize for Study

IN ORDER to equip themselves for promotions and positions of greater responsibility in railroad service, the employes of the Baltimore and Ohio Railroad's freight traffic department at Pittsburgh, with the assistance of officials of the department, have organized a class for the study of subjects pertaining to their work and that of other departments.

C. S. Roberts, chief rate clerk of the department, has been placed in charge of the course of instruction. He will be assisted by Archibald Fries, general freight agent, T. J. Walters, division freight agent, and J. C. Kimes, commercial freight agent, all of whom, in addition to consenting to discuss various phases of traffic solicitation, have enrolled for the course.

The prescribed course will require eighteen months. The basis of rate-making, tariffs, differentials, inter-line participation in through rates, embargoes, per diem regulations, solicitation of traffic and industrial development are among the subjects relating to traffic which will be studied. As the work of the class progresses, it is likely that the curriculum will be enlarged.

"Our aim is to open up new fields of opportunity for the young men in Baltimore and Ohio service," said general freight agent Fries. "In these days of keen competition, the regulation of practices and rates by the Government and various States, railroad officials realize that the employes who are to assume charge in the future must adopt every possible means to qualify themselves; and so we are endeavoring to provide short cuts as compared with the past experience of railroad officials who of necessity gained their knowledge solely in the school of experience. In the course which our employes in Pittsburgh are entering upon actual experience will be supplemented by carefully prepared instruction and textbooks by authorities."

"I Am My Brother's Keeper," Says George W. Andrews to Employes at Mt. Clare

GEORGE W. ANDREWS, at one time a car repairman at Mount Clare shops, and now assistant to engineer maintenance of way, addressed the Safety meeting held in No. 3 machine shop at noon-hour, March 1. The largest crowd of employes who have attended a Mount Clare Safety meeting this year was on hand to hear Mr. Andrews speak, and he received an ovation when he appeared on the platform.

John Hair, special representative of the Safety Committee, introduced Mr. Andrews, but the first words of the speaker denied the need of any introduction to the workmen at Mount Clare.

"I started to work in the shops at Mount Clare in 1880," he said, "and some of the gentlemen I see in the audience were there at the time. Even twenty-five years ago our foreman, Mr. Miller, was a worker for Safety, cautioning us to be ever careful to do things in the safe way.

"Every employe on our railroad should feel that he is to some extent a stockholder in the Company. So when I say Company, I mean the entire Company—the stockholders, the management and the employes. The department which I represent is spending an allotment of $12,000,000 a year—a million dollars a month—for the safe maintenance of our property. The maintenance of equipment department is spending an allotment of $17,000,000 for the safe maintenance of our equipment. The management has instructed every department head to consider "Safety" first of all, and to do everything in his power to attain and maintain safe conditions. But this will go for nothing if the employes do not do their part. Everyone of us must help in this great work.

"Many personal injuries are caused by thoughtlessness. When I worked in these shops I was injured several times because of the carelessness or thoughtlessness of fellow workers. I want to ask all you men to think, not only of yourselves, but of others, and not to do anything that will endanger the life or welfare of a brother workman.

"As most of you know, one of my duties is to inspect all the shops and plants on our System,

and I can safely say that Mount Clare is one of the best shops, not only on the Baltimore and Ohio, but on any railroad in the United States. But it can be improved, and we are improving it. Last month we spent $2,200, for labor alone, in improving conditions here. Won't you men help us in this work for Safety by taking advantage of these improved conditions and of the safeguards furnished to you by the Company?

"If you see a fellow workman doing something which you know is dangerous, caution him. Don't say 'Oh, let him take care of himself!' Safety and friendship go hand in hand, and every man in these shops should feel that he is the friend of every other man, and that every other man in these shops is his friend. In this connection, I want to read to you a stanza of a favorite poem of mine:

"'I see from my house by the side of the road—
By the side of the highway of life,
The men who press with the ardor of hope,
The men who are faint with strife;
But I turn not away from their smiles or their tears—
Both are parts of an infinite plan;
Let me live in a house by the side of the road
And be a friend to man.'

"In conclusion let me say that it is my belief that no one has the cause of 'Safety' more at heart, or takes a greater interest in the men working under him, his fellow employes, than Mr. Finegan, your superintendent."

C. W. Gorsuch Emphasizes Importance of Man Element in Safety

THERE were about one hundred and twenty-five employes on hand to hear C. W. Gorsuch talk on "Safety" at a meeting held in the Curtis Bay Repair Yard, at the noon-hour of February 16. William T. Stewart, car foreman, introduced the speaker.

"In spite of the large sums that the Company is spending to do away with unsafe conditions," said Mr. Gorsuch, "the number of personal injuries is not decreasing. This is due, to some extent, to the feeling among the men that 'Safety' is something that the Company is preaching for its own benefit, and not for the benefit of the employes. I want to deny most emphatica ly that this is the case, and to urge that you cooperate with the Company in its efforts to reduce the number of deaths and personal injuries. You can do this by cooperating with the local members of the Divisional Safety Committee.

"The Baltimore and Ohio is spending about $10,000 a month to eliminate unsafe conditions. On the Baltimore Division, in 1915, there were 1,204 items reported by the Safety Committee as unsafe; and 1,176, or 98 per cent. of them, were corrected. On the entire System during the same year there were 17,066 such items reported, and 16,411, or 96 per cent. of them, corrected.

"On the entire System, in 1914, 415 men were killed and 9,892 injured. In 1915, on the entire System, there were 355 killed and 11,948 injured—an increase of 17 per cent. in personal injuries in spite of safer and better working conditions. Seven per cent. of these injuries were caused by unsafe conditions, or were unavoidable; the other 93 per cent. were caused by carelessness and unsafe practices.

"I especially wish to talk to you men about goggles. They are supplied to you without cost and it is the wish of the management that every man take advantage of this protection. The goggles may be a little uncomfortable at first, but you will soon become accustomed to them, and the feeling of security that they give will enable you to do more and better work.

"When the goggles arrived for distribution on the Cumberland Division, some of the men objected to wearing them. One veteran workman was especially vehement in his objections, but, after a good deal of argument with his foreman, put the goggles on. Two days later one of the lenses was broken by a flying rivet head, but the workman sustained no injury. He went to the foreman and got another pair of goggles. The next day he was again struck, and again the goggles saved his eyes. He took the second pair of goggles to the foreman to exchange for a new pair, but this time the foreman had to tell him that all the goggles had been distributed, and suggested that he work without them for a day or so, until a new consignment arrived. This the workman refused to do, asking that he be laid off until he could again secure this protection. 'You can always get new goggles, but you cannot get new eyes.' "

General Claim Agent Egan Addresses Mt. Clare Employes

THERE was a good turnout of employes to hear Clarence W. Egan, general claim agent, speak at the noon-hour Safety meeting held at Mount Clare on February 15.

John Hair, special representative of the Safety Committee, after a short, straight-from-the-shoulder talk to the men, introduced Mr. Egan, who began by calling attention to a sign on the platform, reading "Not an employe injured during the month of January because of any defect in the machinery or plant." "In spite of that wonderful record," said Mr. Egan, "there have been one hundred and thirty-nine injuries, twenty-nine of which were preventable."

The speaker asked the men to "THINK," saying that no matter how hurried a man might be, a moment's thought would often prevent an accident and perhaps save a fellow workman's life. "The Company is not interested in Safety work on account of the money saved, but on account of humanity," said Mr. Egan. "No money can pay for a wasted life, or for a lost arm or leg."

In closing he appealed to his hearers to cooperate with the Company in reducing the number of injuries and to take advantage of the goggles and other Safety appliances furnished them.

Engine Crews

Paper Prepared by Engineer J. Wardley and Read at Employes' Meeting at Connellsville

ECONOMY is the slogan of the world today, not only in railroad, but in domestic life as well, and the one who practices it at home can readily grasp the necessity of practicing it in his daily work, too. The locomotive is one of the most vital parts of railroad equipment. It is very much like a man's stomach. At times, very poor discretion is used in getting it to perform efficiently the service it is designed to do. Experience teaches us that the violation of our stomach's functions will make us pay dearly for it in physical ailments. And the same law applies to the abuse of machinery.

"It is an undisputed fact that some engineers display little or no interest in either economically or efficiently performing their duties. They either have too much or too little water in the boiler. Working the injector spasmodically shows that engineer and fireman are not properly cooperating with each other and frequently causes a failure and all sorts of trouble for both of them.

"The fireman's duties are arduous but he often does many unnecessary things that increase his work. Sometimes when a fireman is preparing the fire in a locomotive for a trip, he fills the firebox with green coal. When the locomotive is coupled to the train and starts, the first thing is the poker, then the short rake, then the long one and after that more green coal put in at the door or close to it; then the rakes again instead of the shovel to keep his fire maintained in front. If he would build his fire up front with the shovel instead of the rake, he would save the energy that it takes to get the rake down, put it into the firebox, do the work, pull it out and return it to the tender. I often wonder if a fireman realizes what energy he wastes by raking the fire unnecessarily. With fourteen pounds of coal to a shovel and 163 shovels of coal to a ton, with the five movements necessary to put a shovel-full into a firebox and ten tons of coal for a day's work, the fireman has handled 1030 shovels of coal, and made 5,150 movements. If the locomotive is permitted to pop ten times over the division (which they frequently do) and there is consumed fourteen pounds of coal each time it pops, 140 pounds of coal and seventy movements have been wasted. In other words, if one-half the coal that is unnecessarily wasted were saved, it would pay over six per cent. on the pay roll of the engine crews.

"The present system of handling our power has brought with it a good deal of complaint from engine crews about the shop not doing the work that is necessary so that the locomotive can make an economical trip. Arches and flues are not cleaned; poor fuel is supplied; shaker grates and ash pans not properly looked after; blower leaking and sanders are not working properly; lost motion is in the reciprocating parts. We are told that if a consolidated locomotive has one-fourth inch total play in the main driving box and one-eighth inch on each crank pin with a twenty-two inch cylinder, it will burn 225 pounds more of coal per hour than it would if this lost motion were there, and that on a trip of ten hours it will have wasted one and one-eighth tons of coal.

"Train line leakage wastes much coal and it frequently is the cause of the engineer's being unable to do good braking both on passenger and freight trains, when it is necessary either to stop or drop the train down a grade.

"A locomotive cannot talk, but its actions speak louder than words, and while good clothes help, no engine was ever efficient simply because of its paint. And it is a known fact that if the bell cord of common sense were pulled on just a few of the many unnecessary things that enter into railroad life and work, the atmosphere that surrounds us would be more agreeable and an entirely different spirit would prevail.

Julius Caesar is Very Dead

The man who swept the floor of his Roman villa is equally dead. One of these men is frequently mentioned. The other is unnamed and forgotten.

Why?

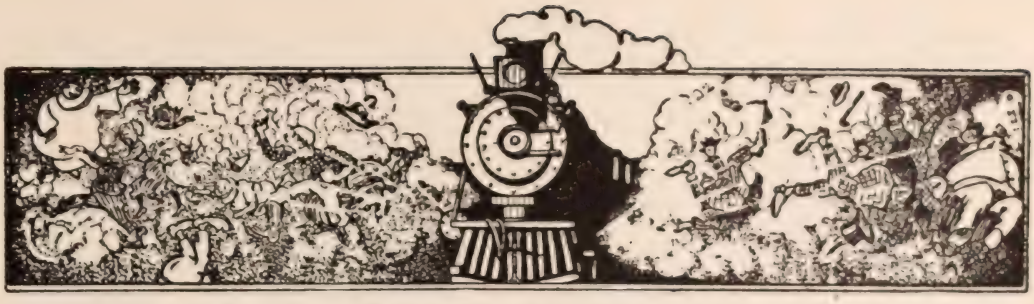
Julius Caesar was a marvel of efficiency. Consequently he was given a number of important and remunerative jobs, which he handled well and which made him famous.

How are you handling yours?



PHILADELPHIA VETERANS AT ANNUAL BANQUET

The Annual Banquet of the Veteran Employes' Association of the Philadelphia Division was held at the Hotel Roosevelt, in Philadelphia, on the evening of January 29. There were 197 members and guests present, and fourteen new members were placed upon the roster that evening. Letters of regret were read from president Daniel Willard, third vice-president A. W. Thompson and general manager Galloway, who were unable to attend the banquet because of important engagements. John F. Richardson, president of the Association, acted as toastmaster. Among the speakers were Harry W. Mace, director of public charities of Philadelphia, and a former Baltimore and Ohio employe; B. S. Mace, superintendent of insurance; Colonel Ashby, special representative of the passenger department; G. W. Sturmer, special representative of general manager Galloway, and conductor "Tommy" O'Neill, the famed Irish humorist. During the evening an orchestra of twelve pieces furnished music for the diners. Everybody present thoroughly enjoyed the affair and when it brcke up, at 1[.30 p. m., several of the members were heard to express regret that the next annual banquet was twelve months away. The Philadelphia Veterans' Association, with its membership of 419, is in a flourishing condition.



EXHAUSTS

System

The visitor was being shown about by the head of the up-to-date business house.

"Who is that dapper youth at the glass-topped desk?" he asked.

"That is the superintendent of the card index system. He keeps an index showing where the index cases are."

"Who is the young man with the gray gaiters and the efficient ears?"

"He keeps an index showing the length of time it takes to index the indexes."

"Who is the girl with the golden hair?"

"She decides under what index an index to the index of the filing cabinets shall be placed."

"And who is the gray-haired man at the disordered desk in the corner?"

"Oh, that's Old Joggs. He doesn't fit in very well with the rest of the office, but I have to keep him around. He's the only employe who can find important papers when I want them in a hurry."—*New York Mail.*

Misunderstood

An old darkey was shuffling along the street one hot afternoon, on his way to the drug store. Being both hot and tired, he decided to save a few steps by cutting across a small park. A policeman, lounging in the shade, espied him.

"Hey, Rastus," he yelled, "can't you read? Don't you see that sign 'No Trespassing Allowed'?"

Rastus stopped and looked at the officer reproachfully.

"Now, Marse Policeman," he replied, "don't yo' all see that I'se goin' jest as quiet as eber I ken?"

—*S. B. Miranda.*

A la Billy Sunday

Observing the success of the Billy Sunday methods in the matter of conversion, *Puck* arises to suggest that the attempt be made to apply the same methods to other church ceremonies and activities, proposing the following formulas:

Pastor (christening infant): "What do you want to call this hunk of excess baggage, Bo?"

Presiding Parson: "What miserable mutt giveth this skirt to be married to this gink?"

The Bride's Father: "I'm the guy."

Industrious Usher: "Slide, you ice-carts! Slide!"

Passing the Plate: "Come across with the ironmen, you low-life tight-wads!"

Sunday School Superintendent: "All of you little flivvers that want to swat Satan stand on one leg."—*Exchange.*

His Crime

"What did de white folks put Brudder Smugg in jail for, sah."

"Trigonometry, sah. He done had three wives."—*Judge.*

Mr. Smythe Maps Out a Journey

A famous evangelist was advertised to preach in a small town in Ohio. A bulletin announcing the coming of the revivalist was posted at all the conspicuous points in the town. It read:

"The great evangelist will preach to-night on hell. The awfulness of its punishment; its terrible reality; its geographical location. Mr. Wilkie Smythe, baritone, will sing: 'Tell Mother I'll Be There.'"—*Popular Magazine.*

Correct Information

An important looking and haughtily-acting young man was wandering up and down on the platform of the railroad station of a small western city. He was intent on finding an empty seat in the express, which was almost due to start. Vainly did he search each car. Suddenly he assumed an official air and walking up to the last car, he cried out:

"All change here. This car will be left here."

The occupants of the crowded car uttered exclamations which proved their dissatisfaction.

but hurried out and packed themselves in other coaches. The face of the young man assumed a bland and childlike expression as he settled himself very comfortably in an empty seat.

Shortly after, the station agent put his head in at the door, and said:

"I suppose you're the smart boob who told the folks this car wasn't going, aren't you?"

"Yes," replied the bright youth, with a grin.

"Well," responded the station agent "you were right. It isn't. The brakeman heard you calling out about it, and so he uncoupled it. He thought you were an official."—*Lippincott's Magazine.*

Prospects Doubtful

Penelope—Did the play have a happy ending?

Percival—How should I know?

Penelope—You saw it, didn't you?

Percival—Yes, but the hero and the heroine married each other.—*Judge.*

A colored Baptist was exhorting, "Now, breddren and sistern, come up to de altar and hab yo' sins washed away."

All came but one man.

"Why, Brudder Jones, don't yo' want yo' sins washed away?"

"I done had my sins washed away."

"Yo' has? Where yo' had yo' sins washed away?"

"Ober at de Methodist Church."

"Ah, Brudder Jones, yo' ain't been washed; yo' jes' been dry cleaned."—*Baltimore Trolley News.*

The Printer

"May I print a kiss on your lips?" I said,
And she nodded her sweet permission,
So we went to press,
And I rather guess
We printed a full edition.
"But one edition is hardly enough,"
She said with a charming pout,
So again in the press
The form was placed
And we got some extras out.
—*Exchange.*

Had a Soft Snap

During the severe weather of last winter Mike and Dennis applied for work at ice harvesting.

"Did you ever cut any ice?" asked the man in charge.

"Did we?" said Mike, "sure, ask anyone around the stock yards and they'll tell ye we're the boys that cut some ice."

"I don't mean that way," said the man, "but I guess you'll do. Take this" (handing them a crosscut saw) "and go out to where you see the crowd on the lake."

"This is a soft snap we have, Dinny," said Mike as they strolled along. "Three dollars a day and we don't know what we're going to do."

"I know what we're going to do all right," said Dennis, "but what I'm wondering is which one of us is going to get at the bottom end of the saw."—*Baltimore Trolley News.*

Little Tragedies

The man struck a match to see if the gasoline tank on his automobile was empty.

It wasn't.—*Cincinnati Enquirer.*

The man speeded up to see if he couldn't beat the train to the crossing.

He couldn't.—*Columbia State.*

The man set the alarm clock to see if he could beat his wife to his trousers pockets.

He didn't.—*Springfield* (Mass.) *Union.*

The man looked down the barrel of his gun and pulled the trigger to see if it was empty.

It wasn't.—*Charlotte News.*

The man asked the girl to marry him to see if she was engaged.

She wasn't.—*Nashville Banner.*

The man blew out the gas to see if the asphyxiation tales were jokes.

They were not.—*Memphis Commercial Appeal.*

The wisest men
That e'er you ken
Have never deemed it treason
To rest a bit
And jest a bit
And balance up their reason;
To laugh a bit
And chaff a bit
And joke a bit in season. —*Exchange.*

Speaking of Progress

¶ **It is always easier to trip up a walking man than some one at a standstill**—*Collier's.*

THE OBSERVER



Billy Sunday

BILLY SUNDAY was converted about twenty-five years ago in the Pacific Garden Mission, on Van Buren Street, Chicago. He had been out on a carouse with a number of other members of the famous White Sox team of baseball players of which "Pop" Anson was manager. It was a hot afternoon and the men sat on the edge of the pavement trying to decide how they were going to spend the rest of the day. Sunday heard them singing hymns in the mission. He wanted to get out of the sun and rest for a while. So he left the other men, went into the mission and fell asleep. When he awoke he found an elderly woman standing by his side with her hand on his shoulder. As he looked up she asked:

"Young man, do you know that God loves you?"

Sunday replied that he did not. The woman left him, but the question started him thinking. Then he listened to the testimonies of the men who had been converted and enabled to stop drinking, which was his principal failing.

Suddenly it flashed into his mind that the fact that God loved him had some practical application to his life. They say, in the mission, that when he did go down to the mourner's bench he overturned benches and chairs in his hurry.

Sunday was told in the mission that God would answer prayer. He was in the outfield the next day, facing the sun, when he saw a high batted ball coming in his direction. He judged that it would reach the fence and he ran backward as quickly as he could, trying to measure the distance. To describe his feeling in his own words: "As I ran back I saw that it was going to be a hard catch. The game practically depended upon my making it. Suddenly I remembered that they had told that God heard and answered prayer. So I just said: 'God help me to make this catch.' I went back against the fence and up, with one hand stretched up as high as I could, and I got the ball."

Baseball history records the catch that Sunday made on this occasion as one of the most spectacular known—that it was almost a superhuman feat. "Pop" Anson says that it was one of the most remarkable that he ever saw made. In any event Sunday says that he had forever after a firm faith in prayer.

Immediately after Sunday's conversion he refused to play baseball on Sunday. He used to travel with his team and continued to do so for two years until he decided to go into religious work. At the time he decided to do this he had an offer of $1.000 a month from the Cincinnati team, which was fabulous for those days. He refused it, however, and went to work in the Chicago Y. M. C. A. as an assistant secretary at a salary of $75 a month. It would appear from this that he was not out entirely for the money. After a year or two in Y. M. C. A. work he decided to go to school. He had been studying hard in the interim.

Later Sunday entered Northwestern University at Evanston, Ill., and, during a portion of his student days, worked as a fireman on the Northwestern Railroad in order to earn enough money to complete his college course.

The charge of graft is one of those that Sunday never troubles to answer; in fact, he generally ignores any of the charges made against him. But those who know him personally and well, and the author happens to be one of them, are aware that he gives annually large sums of money to charity and to needy people. He probably receives more appeals for assistance than almost any other public figure in America, and all receive the careful attention of his secretary. In private life he is lovable and simple. He is devoted to his wife, two boys and

daughter, as they are to him. Sunday rarely preaches a sermon that does not contain some appeal for sanctity of the home, and what he preaches in this respect he practices in a splendid way.

World's Largest Laboratory

Thomas F. Logan in "Leslie's"

THE naval advisory board appointed by Secretary Daniels has justified its existence by the announcement of a definite program for the appropriation of $8,000,000 to establish a great naval laboratory, somewhere on tidewater, the largest of its kind in the world. At this laboratory, if Congress adopts this suggestion and makes the appropriation, there will be gathered a permanent staff of naval experts and chemists and inventors from private life who will work constantly and secretly upon the development of existing war weapons and the creation of new offensive and defensive weapons. There will be shops for the testing of explosives and guns. There will be runways for experimenting with submarines and it will be possible to anchor a battleship nearby so that the inventors may accommodate their ideas to actual conditions on shipboard. This laboratory, proposed by Thomas A. Edison, chairman of the board, should prove to be the concrete foundation for the development of the science of military defense in the United States. It will make a workshop for the diversified ideas of the inventors and chemists who compose the naval consulting board. By crystallizing the inventive genius of the United States into a great defensive force protection is assured lives and property of American citizens in time of war.



"Scotched!"

Porters

PORTERS are not usually brilliant folk nor great, but they are discerning. They may be pompous, but they are rarely profound. Their business is to open doors that others may enter. On the whole, their work is not arduous, yet what an unique position they hold! Everyone knows them, everyone is known to them. They welcome and speed the guest. They know faces as others know facts; they recognize footfalls as a musician recognizes notes. They deal in gossip and sit, like judges, upon the good or ill of one's reputation.—*Travel.*

Railroad and State Rights

RAILROADS which can do a profitable passenger business at two cents a mile are few and confined to the most congested areas of population. They are fewer to-day than some years ago when the costs of running railroads were lower. Not one of them is now located in sparsely settled West Virginia, and it may be doubted if one of them ever was to be found there in times of lower traffic costs.

The two-cent rate law of that state was accordingly doomed on any test of constitutionality unless it were shown that freight revenues are excessive and the roads could fairly be compelled to carry passengers at a loss as an offset. The United States Supreme Court decision setting aside this West Virginia statute is important in its denial of the right of any state to single out some one class of traffic and arbitrarily force it to be carried at a loss.

This is a finishing blow to all state passenger rate laws which are confiscatory as to passenger traffic and not as to the business of the road as a whole. No railroad can be compelled to levy upon either the freight service or the passenger service to enable the other to move at less than cost and a reasonable profit. Justice Hughes's opinion in the North Dakota case is to the same effect. Both are a reminder to the states that the era of political raiding of railroads is over.—*New York World.*

Serving Mankind

HATS OFF to Lady Eglantine! She is neither a race horse nor the heroine of a best seller. No, she's just a humble White Leghorn hen that is hanging up a new world's record. She has laid 299 eggs in 346 days. This took place at the Delaware College Agricultural Experimental Station at Newark, Del.; but the little lady herself hails from Maryland. With nineteen days still to go, what won't she have accomplished in a year of it! We don't know any recent record to equal Lady Eglantine's performance except possibly the number of bases Ty Cobb steals in a season. And Ty gets paid for that—*Collier's.*



SPECIAL MERIT ROLL

Staten Island Division

On February 14, engineer C. Wynans, Jr., discovered defective condition in track at Port Richmond. He promptly reported the matter and repairs were made. Assistant superintendent Terrant has sent Mr. Wynans a letter of commendation and has caused a meritorious entry to be placed on his record.

Philadelphia Division

On December 30, 1915, engine 1964, while switching train of ten cars in shop yard at East End, got out of control of the engineer, who got off to tell the switchman to notify Wharton Street to clear the track.



C. N. BARNARD

As soon as fireman James Conley saw that the engine was beyond the control of the engineer he opened the fire box and went to the cab and endeavored to shut off the throttle or throw the reverse lever, but was unable to do either. He then jumped off the engine, caught the rear car of the train, and applied the hand brakes, which, together with the air brake still on the engine, stalled the train before any damage was done.

The act of Mr. Conley showed both courage and good headwork. A credit memorandum has been placed on his record.



M. B. LOGAN

On December 23, 1915, signalmen C.N. Barnard and M. B. Logan discovered defective condition in track near Stepney. They reported it promptly and had repairs made. The division engineer has written to both these gentlemen, expressing the Company's appreciation.

Baltimore Division

On January 31, engineer J. L. Wilson, in charge of helper engine enroute from Mt. Airy to Reels Mill, discovered defective condition in track between Ijamsville and Reels Mill.

Engineer Wilson flagged train No. 26, which was due, and assisted in running this train through the siding, thereby averting delay. He also notified the section foreman, who had repairs made.

Superintendent Allen has written to Mr. Wilson, thanking him for his keen observation and prompt action, and a suitable entry has been made on his service record.

Monongah Division

On February 18, Mr. W. H. Marsh and Mr. Frank Manning, who live near Cairo, while on their way to work, found a defective condition in track near Stewart Station. They promptly reported the condition to our sectionmen and the operator at Cornwallis.

Letters of appreciation have been sent to both these gentlemen by the superintendent.

Wheeling Division

On February 11, pumper A. G. Villers noticed brake rigging down on car in train No. 95, informed crew and had train stopped. He has been commended.

Mr. Virgil Vincent discovered dangerous condition in main track near east switch, Colfax, W. Va., on January 14, and immediately notified our operator at Colfax, who had repairs made.

On January 10, yard clerk C. K. Telle observed dangerous condition in track No. 16, Holloway Yard. He reported the matter and repairs were made. He has been commended.

Conductor C. E. Hupp, on January 13, discovered bad condition on switch, Holloway yard, reported it and had repairs made. He has been commended.

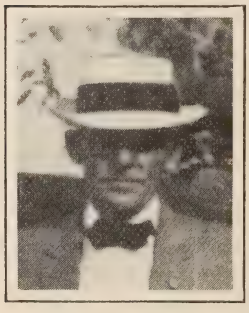
New Castle Division

On January 30, engineer B. M. Jamison and night enginehouse foreman C. A. Gregory reported to night chief dispatcher that extra 4027 west had a car of trucks that did not look safe, as there was only one guy wire holding the load. The car was set off at Haselton and the facts were found as stated by Messrs. Jamison and Gregory. Their interest and prompt report are highly appreciated by the division officials.

J. P. Root, signal repairman, while going over the line on February 9, discovered a condition near Ravenna, which he protected and had repaired. He has been commended for his interest and action. This is the second defective condition discovered and reported by Mr. Root within a short time.

The superintendent has written commendatory letters to conductor E. M. Forbs and brakeman G. C. Holbrook, in connection with close inspection of their train at Ravenna, on February 4, which resulted in finding a condition which was remedied, thereby preventing any trouble between that point and the terminal.

We wish to commend engineers H. E. Wilmot and George Davidson for their interest in picking up lost supplies, etc., along line of road and returning them to shop. These men found and restored to the shops a brass hub liner weighing fifty-two pounds, and a good headlight reflector.



F. C. PRICE

We appreciate the interest that the employes are showing in this work and are glad to commend them through the columns of the MAGAZINE.

On February 5, F. C. Price, signal repairman, while going to work at Ohio Junction, discovered a condition on the Girard cut-off which he promptly had repaired. He has been commended for his watchfulness and interest.

Chicago Division

On February 4, car inspector F. Merton noticed defective condition of equipment of car in Pere Marquette train No. 60, and notified conductor, who stopped the train and had repairs made.

Mr. C. Harsch, general agent and superintendent of terminals of the Pere Marquette, has written to our Company, asking that Mr. Merton be given credit for his alertness and interest.

Ohio Division

W. E. Littlejohn, operator at Cozaddale, is commended for service performed January 19.

F. A. Dugan, brakeman, has been commended for meritorious service performed January 20. He undoubtedly prevented an accident.



F. A. DUGAN

C. L. Romine, operator at New Vienna, has been commended for meritorious service.

Herman Peecher, operator at New Marshfield, has been commended for meritorious service performed January 27.

C. C. Parker, agent operator at Luhrig, Ohio, is commended for meritorious service performed February 6, 1916.

J. W. Plum, passenger brakeman on Newark-Ohio Division runs, received two commendatory notices in the month of January for observation and prompt report of conditions on road, that might have resulted in serious damage to the Company's property. Mr. Plum has been mentioned in this department in previous issues.

Indiana Division

On November 29, 1915, D. T. Bellamy, agent at Deputy, while enroute to his station on a three-wheeled car, discovered defective condition in track, one-quarter mile west of Paris. As train No. 41 was already overdue, Mr. Bellamy returned to Paris, secured switch lamp and flagged second No. 89. He also reported the broken rail to the



D. T. BELLAMY



T. R. SCOOPMIRE
(ON RADIATOR)

dispatcher, and afterward advised the section foreman. His prompt action is commended and a meritorious entry has been made on his record.

On December 7, 1915, T. R. Scoopmire, operator at Holton, observed defective condition on car in passing train No. 90. He succeeded in notifying conductor, who stopped the train and corrected the unsafe condition. Mr. Scoopmire has been commended.



F. H. GREEN

On January 16, F. H. Green, yard engineer on engine 1542, noticed a peculiar bouncing of engine and sent his fireman, John Lockmund, back to investigate. A defective condition of track was discovered. No. 90, which was approaching, was flagged and repairs made.

Mr. Green's observation and interest may have prevented an accident, and his action is appreciated.

On January 7, H. J. Yates, telegraph operator at Charlestown, discovered defective condition on car in passing train first No. 88. He telephoned to Clarke, and the train crew was notified, and the dangerous condition corrected. He is commended for his close observation and prompt action, and a note to that effect has been placed on his record.

Illinois Division

During the high water which put our pumping station at Shawneetown out of service, fireman Paul Naney rigged up a pipe line and managed, under adverse conditions, to keep water in the engine boilers. Mr. Naney is commended for his good work.

A. W. Rose, brakeman on train No. 76, leaving Pana on January 20, discovered an unsafe condition on C. N. & W. car 82778 and stopped train. Mr. Rose is commended for his watchfulness.

Wellston Division

On January 21, brakeman Guy Leisure, while off duty and walking along the tracks, discovered a defect in main track a quarter of a mile west of station at Chillicothe. He immediately made report of the condition and protected track until arrival of sectionmen, who made the necessary repairs.

Mr. Rex Creamer, citizen of Milledgeville, Ohio, found a defective condition in our main track, one-half mile east of Milledgeville, on February 7. He reported it to our agent at that point, who got in touch with sectionmen, and had necessary repairs made. Interest such as that displayed by Mr. Creamer is very highly appreciated by the Company.

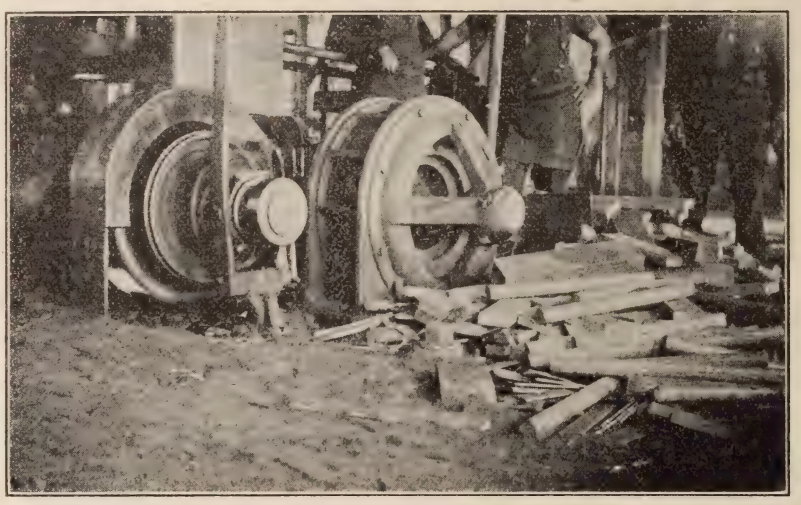
J. R. McNeff, dispatcher at Ottawa, while watching No. 685 pull by station on February 9, noticed a defect in C. P. car 97240, a heavy car of shelled corn. He immediately had train stopped and made inspection. Mr. McNeff's close observation probably prevented an accident, and he has been commended by the superintendent.

On January 21, conductor E. F. Surface and brakeman H. E. Roseboom, on extra east, riding on rear of caboose, discovered defect in track one-fourth mile east of Chillicothe and notified bridge men, who were working in that vicinity. The bridge men got in communication with sectionmen and repairs were made.

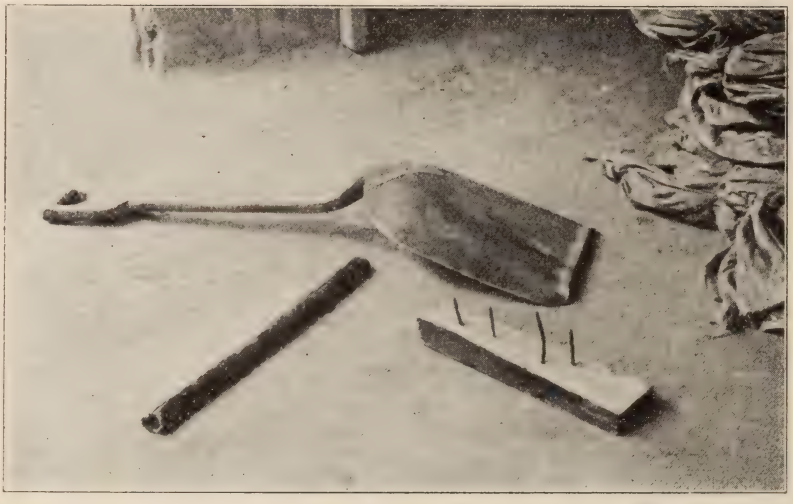
Sell Your Hammer and Buy a Horn
The Baltimore and Ohio

Be A Good Housekeeper

Many Accidents Can be Traced to Material Scattered About Floors



Scrap around motor—it should not be there



Projecting nails may cause an infected foot. Loose pipe may roll under your foot. Sharp edge of shovel may cause a painful cut

Lumber with protruding nails, piles of chips and scrap about machines, materials too close to tracks, etc., cause accidents. In addition to such accidents, many others are indirectly due to disorderly surroundings, because

Disorder Leads to Careless Habits

Courtesy American Locomotive Co.



AMONG OURSELVES

Baltimore and Ohio Building

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

Mr. and Mrs. George Huber are the happy parents of a fine son, who arrived at Quick Avenue, Raspeburg, on January 28. Papa George has been wanting a little farmer to pick his vegetables and fruit and to push the lawn-mower, and will soon have the boy in a pair of overalls. The young man was christened George Philip Huber. We all extend our hearty congratulations.

Enthusiasm is at a high pitch for the annual diamond struggle of the Train Earnings and Ticket Checking clerks of this office. If the teams run true to the paper "dope," Baltimore will have a contender for the world's championship.

Managers Cobb and McNamara are the Connie Mack and Johnny McGraw of the Ticket Checkers and Train Earners.

There are no holdouts, but plenty of second Ty Cobbs, Christy Mathewsons, Walter Johnsons and Franklin Bakers.

Auditor Merchandise Receipts

Correspondent, HARRY BRANSKY

Harry Bransky, correspondent of the MAGAZINE for this department, was born November 10, 1885, in the city of Baltimore. He attended the public schools for eight years, and then entered Baltimore City College.

He entered the service of the Baltimore and Ohio Railroad Company on May 1, 1907, in the office of auditor merchandise receipts. In the fall of 1909 he entered the Baltimore University school of law. On February 1, 1911, the B. U. S. of law was consolidated with the Baltimore Law School, and Mr. Bransky continued his studies there. He graduated in the spring of 1912, with a degree of bachelor of laws, and successfully passed the State bar examination in June of the same year. He was admitted to practice before the Appeal Court of the State of Maryland on August 12th, 1912, and on February 28, 1913, was admitted to practice before the Supreme Bench of Baltimore City. He then entered the law department of Georgetown University of Washington, D. C., for post-graduate work in special courses, for four months.

Claim Accounting Bureau

Thomas E. Littig, of the claim accounting bureau, is now rounding out his twentieth consecutive year of service with the Baltimore and Ohio, having entered the service as a messenger boy in 1896. He has gradually pushed his way up the line to the responsible position he now holds as "seniority over all sheet entires to loss and damage." Mr. Littig has been faithful and loyal in the discharge of his duty, and with his wide knowledge of the handling of the important entries made by him to the loss and damage account, it is but natural for him to keep on the right track.

Aside from his business ability, Mr. Littig is a great lover of outdoor sports, especially ice skating, coasting, etc. In summer he frequently visits the resorts in the northern mountains, where the cool weather brings back to him fond recollections of the winter skating that he has often enjoyed on the Canadian lakes. Among his other hobbies Mr. Littig is a great fancier and admirer of chickens.

Auditor Coal and Coke Receipts

C. W. Shinnamon, one of our rate clerks, was taken suddenly ill recently and after being under the doctor's care at home for two days, was rushed to the hospital at 2 a. m., February 17. Shortly after arriving there he was placed on the operating table, as he was found to be suffering from a severe case of appendicitis.

Mr. Shinnamon successfully withstood the operation, and is now slowly recuperating.

All in the office miss him greatly, and his return will be looked for by the boys, who are hoping for his speedy and complete recovery.

On account of throat trouble, W. B. Stockett, claim checker in this office, was advised by his doctor to go to Sanatorium, Md. He is now in the state hospital at that place and we trust that the change will be of great benefit to him, and that the life outdoors, together with the treatment he is receiving, will have the desired effect, and completely restore him to his former health and strength.

New York Terminal

Correspondent, S. W. Nelson, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

E. J. Hamner.....Chairman
W. B. Biggs.....Agent, Pier 22, N. R.
E. W. Evans.....Agent, St. George, S. I.
J. J. Bayer.....Agent, 26th Street, N. R.
J. T. Gorman.....Agent, Pier 21, E. R.
A. L. Mickelsen.....Agent, Pier 7, N. R.
Albert Oswald.....Agent, Pier 22, N. R.
Michael Degnon.....Foreman, 26th Street, N. R.
W. D. Ritter.....Foreman, Pier 7, N. R.
Edw. Salisbury.....Assistant Terminal Agent
John Johns.....Master Carpenter
N. Johnson.....Clifton Shops
E. G. Clark.....Tug Captain
Edw. Sparks.....Marine Engineer
Henry Bull.....Barge Captain
Neils Gadeberg.....Barge Captain

The employes of the New York Terminals extent a hearty welcome to W. H. Averell on his return to us as general manager.

When Mr. Averell left New York to take the position of general superintendent of the Wheeling District it was felt that we had lost one of our greatest assets, and his return is welcomed by all.

The inspection of the properties by superintendent H. R. Hanlin was looked forward to by all employes, as they were anxious to meet the new superintendent. After the inspection the general verdict was "he is O. K., and the kind of man we can do good work for."

T. L. Terrant has been promoted to assistant superintendent of New York properties. This promotion is both deserved and popular. Mr. Terrant brings a reputation for "square dealing" with him from Lorain, and we all assure him of our best wishes and promise him our cooperation.

George J. Brown, formerly general traffic agent and auditor, has been appointed assistant to general manager.

E. J. Hamner, formerly on the staff of supervisor of station service, has been appointed terminal agent at New York, vice William Cornell, who has been assigned to a position in an advisory capacity.

The problem of relieving the congested situation along the line, due to the large number of cars on our rails destined to New York, is about the biggest proposition that the New York people have ever been confronted with. To handle this condition, with a view to ultimately cleaning up the accumulation, and to get the cars into New York with the least possible delay, is what every employe on the New York Division is striving for. There has been recently appointed a Lighterage Committee, who order forward the cars as we are prepared to handle them. We also have additional facilities for the proper handling of lighterage movement in New York Harbor. This, coupled with the employment of additional clerks throughout the New York territory, will show results within a short time. Furthermore, the embargo which has been placed against receipt of export and coastwise freight for New York, together with the embargo recently placed on lighterage freight, will enable us to effect delivery with greater dispatch.

The extraordinary number of cars handled means more requests for billing, information covering car numbers, names of consignees and other inquiries made by New York on agents along the line. The situation along this line can be materially helped if the agents and clerks give immediate replies to letters and telegrams received by them from New York. Also particular care should be taken in the carding and billing of cars, to see that it is done in accordance with tariffs and instructions. The billing for all cars is handled at Pier 22, N. R., while the movement of cars is invariably handled on the running tickets. Unless they are both properly made up it results in extra hauls and expense to the Company for payment to other companies for the handling of cars turned over to them in error.

Captain H. B. Simins, of the tug "Randolph," has been appointed tug dispatcher at St. George.

R. T. Briody, tug dispatcher at Pier 22, has been promoted to tug dispatcher at St. George.

J. Young and E. Twilliger have been appointed night tug dispatchers at St. George. This staff will certainly keep the boats moving and we predict great things for the service.

Captain A. Fendt, of the tug "Underwood," is off duty, on account of an injury caused by slipping on the deck of his boat.

E. A. English, recently appointed marine supervisor, is known to every man on the New York property, having served two years as

THE BALTIMORE AND OHIO GLEE CLUB will give its second annual concert and dance on the evening of May 10, 1916—the concert at Albaugh's at eight o'clock, the dance immediately following in the Ball Room of the Belvedere, a short block and a half from Albaugh's. ¶ The engaging of separate halls was made necessary by the inability of the Club to secure a single auditorium capable of accommodating the large number of employes who are expected to attend this year. ¶ The sixty members of the Club have been working hard to surpass their efforts of 1915 and promise their friends an evening of splendid entertainment. ¶ Tickets for reserved seats at $1 and 75 cents, and unreserved seats at 50 cents, all tickets including both the concert and the dance, may be had from any member

special agent of general superintendent. Everyone wishes him success in the handling of the marine department.

Staten Island Rapid Transit Railway Company

Correspondent, R. GROELING, *Chief Clerk*
Clifton, S. I.

Divisional Safety Committee

H. R. HANLIN.....Chairman
B. F. KELLY.....Vice-Chairman, Trainmaster
C. M. DAVIS.....Secretary, Clerk Assistant Superintendent
W. B. REDGRAVE.....Engineer Maintenance of Way
J. BOWDITCH.....Assistant Engineer Maintenance of Way
W. A. DEEMS.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
F. PETERSON.....Supervisor of Station Service
DR. F. DEREVERE.....Medical Examiner
J. B. SHARP.....Coal Agent
E. W. EVANS.....Terminal Agent
E. ALLEY.....Supervisor of Track
W. L. DRYDEN.....Signal Supervisor
C. H. KOHLER.....Superintendent of Ferry
J. A. LARKIN.....Chief Train Dispatcher

ROTATING MEMBERS

T. WEIR.....Carpenter Foreman
T. KEEGAN.....Shop Foreman
E. BALMA.....Acting Captain of Police
W. FORD.....Engineer
A. HEIL.....Fireman
W. O'CONNOR.....Conductor
W. FINK.....Trainman
R. J. SADLER.....Signal Repairman
A. VAN CLIEF.....Car Inspector
R. J. CROMIE.....Agent
J. CAVANAUGH.....Car Repairman

E. E. McKinley entered service March 20, 1905. He was promoted to conductor in April, 1909, then advanced to assistant yardmaster, St. George, January 1, 1914. On February 7, "Mac" was again singled out for promotion, this time to the position of assistant trainmaster, days.

Effective February 7, J. D. Gibb was appointed assistant night trainmaster. Mr. Gibb entered the service on November 1, 1902, and was promoted to yard conductor in January, 1904. In December, 1907, he was promoted to night yardmaster, St. George, and acted as



SOME OF THE CREW OF THE FERRYBOAT "PERTH AMBOY"

CHARLES CERBO, Deck Hand, next to chauffeur; ABE RICKHOW, Extra Captain; P. J. MCGRATH, Engineer, and F. MANEE, Fireman, in rear seat. JOHN CERBO, Deck Hand, on running board.

day and night yardmaster on and off when he was not conducting a yard engine, until his appointment to his present position.

Floyd Van Name entered our service on January 5, 1899, and was promoted to conductor December 3, 1905. For the last few years Floyd has been acting as day yardmaster, St. George, and doing good work, which warranted his official promotion to that position on February 7.

Albert Roming, who has been acting as assistant night yardmaster at St. George, was promoted to night yardmaster on February 7. Mr. Roming entered our service in December, 1908, and, four years later, was promoted to yard conductor.

A. J. Heird, from Loraine, who has been with the Baltimore and Ohio a considerable time, has been appointed assistant day yardmaster, effective February 2, 1916.

A. J. Volpi, entered our service as yard clerk on August 1, 1905, and has been acting in that capacity up to the present time. His services have been commendable enough to bring about his promotion to assistant night yardmaster, St. George, effective February 14.

F. C. Schelhorn entered our service on September 1, 1907, as operator, and was promoted to assistant yardmaster, Cranford Junction in November, 1914. He was again promoted, on February 7, to assistant yardmaster, Arlington.

D. A. Riley, draughtsman, has been granted a furlough and has gone to his home in Athens, Ohio.

Bernard Devins, late of the New York Central, has been appointed section foreman in charge of Arlington yard.

C. F. Elliott, who has been on a short leave of absence, has returned to his duties as inspector of crossing watchmen.

The contractors for the substructure of the grade crossing elimination at Pennsylvania Avenue, Rosebank, have completed their work.

J. T. Furman, timekeeper, and wife, took a trip to Atlantic City in the early part of February. He came back with the report that the ocean breezes were fine (especially on the day he was there, February 6).

On account of the scarcity of labor the maintenance of way forces are assisting the transportation department in dumping coal on the coal piers at St. George, both night and day.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell.....Chairman, Superintendent
W. T. R. Hoddinott.....Vice-Chairman, Trainmaster
G. F. Eberly.....Division Engineer
J. P. Hines.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
D. C. Elphinstone.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
E. A. Jackson.....Road Engineer
Earl Hewitt.....Road Fireman
W. L. Vint.....Road Conductor
William White.....Yard Conductor
P. B. Legates.....Tender Repairman
P. J. Drolet.....Work Checker
R. C Acton.....Secretary to Superintendent, Secretary

On February 1, J. P. Hines, formerly general foreman at Brunswick, Md., was appointed master mechanic, Philadelphia division, vice James Kirkpatrick, resigned to accept service elsewhere.



W. WILLEKE

Fireman William Willeke, while on his way home from work one day last December, was approached by a man who asked to be directed to the Pennsylvania station. Mr. Willeke asked the man where he was going and, finding that he was bound for Virginia, talked Baltimore and Ohio to him so successfully that the stranger decided to travel over our road. Mr. Willeke was not taking any chances, however, and accompanied the stranger to our station and saw him safely on train No. 525. Good work, Willeke.

J. T. Mortland, ticket agent at Chester, Pa., and W. L. Corrie, freight agent at the same station, resigned from our service on February 15, to accept positions with another company.

W. S. Hartman, ticket agent, Wilmington, who has been on the sick list for several months, resumed duty on February 21.

The following stations on the Philadelphia Division showed increases as noted in January, 1916, over the same month of the previous year:

Philadelphia, Pa. (Freight)...	$181,243.00
Woodlyn, Pa.....	16,704.00
Wilmington, Del. (Freight)...	11,096.00
Yorklyn, Del.....	4,211.00
Darby, Pa.....	3,911.00
Cowenton, Md.....	3,202.00

G. F. Eberly, formerly Division engineer, Wheeling Division, was, on February 1, appointed division engineer, Philadelphia Division, vice F. G. Hoskins, promoted.

Baltimore Division

Correspondent, J. B. Moriarty, *Superintendent's Office*, Camden

Divisional Safety Committee

P. C. Allen.....Chairman, Superintendent
J. P. Kavanagh.....Vice-Chairman, Assistant Superintendent

Y. M. C. A.

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
G. H. Winslow.....Secretary, Washington

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester

Claim Department

R. B Banks.....Division Claim Agent, Baltimore

Transportation Department

S. A. Jordan.....Assistant Superintendent, Brunswick
C. A. Mewshaw.....Trainmaster, Baltimore
E. C. Shipley.....Road Foreman, Riverside
J. J. McCabe.....Trainmaster, Harrisonburg
W. T. Moore.....Agent, Locust Point
D. M. Fisher.....Agent, Washington, D. C.
W. E. Shannon.....Agent, Brunswick Transfer
A. M. Kinstendorf.....Agent, Camden
C. T. Groves.....Freight Conductor, Riverside
A. T. Moxley.....Freight Engineer, Riverside
C. E. Crummitt.....Freight Fireman, Riverside
C. A. Hayman.....Yard Conductor, Bay View

Maintenance of Way

H. M. Church.....Division Engineer, Baltimore
S. C. Tanner.....Master Carpenter, Baltimore
C. A. Thompson.....Signal Supervisor, Baltimore
E. E. Peddicord.....General Foreman, Locust Point
A. C. Zepp.....Supervisor, Baltimore
J. Biden.....Foreman, Mt. Clare
S. J. Lichliter.....Supervisor, Staunton
W. Day.....Foreman, Gaithers
J. S. Schell.....Carpenter Foreman, Baltimore

Motive Power Department

A. K. Galloway.....Master Mechanic, Riverside
W. Battenhouse.....General Foreman, Riverside
E. C. Herget.....Labor Foreman, Riverside
C. P. Lehrer.....Gang Foreman, Baileys
L. A. Mogart.....Clerk, Locust Point
J. J. Good.....Roundhouse Foreman, Brunswick
R. F. Peters..Assistant Foreman Car Department, Brunswick
T. O'Leary.....Car Foreman, Washington

On Saturday morning, February 12, Dr. J. D. Crane, assistant medical examiner at Camden Station, remarked that he would like to leave the office a little early that day.

When he returned to duty Monday morning he surprised his associates by telling them that he and Miss E. A. Riggleman, of Elkins, W. Va., had been married.

Congratulations, doctor!

Brunswick

Correspondent, E. K. Smith, *Secretary* Y. M. C. A.

The meeting room of our Y. M. C. A. at Brunswick, Md., was filled to the doors on Sunday afternoon, February 20, when Mr. H. O. Williams, of New York, international secretary of the Railroad Y. M. C. A., delivered an address on "The Man for the Times." Mr. Williams is a speaker of great ability and he held the attention of his audience from the beginning to the end of his address. He gave expression to a great number of helpful thoughts, his principal theme being "Show thyself a man."

On Tuesday, February 15, Captain B. Frank Norris, the popular passenger conductor on Valley No. 8, completed fifty years of continuous service with the Baltimore and Ohio.

Frank Norris entered the Company's service, February 16, 1866, as helper in the blacksmith shop at Sandy Hook, and while serving in this capacity was also frequently called on to act as extra brakeman on the Hagerstown Branch. On November 4, 1869, he became a regular brakeman on this branch. He was transferred to the Baltimore Division in 1871, and promoted to conductor in 1878. Later he resigned from this position and returned to his old home, Sandy Hook, where he was employed as pumper for six years. In 1884 he became a brakeman on the Hagerstown Branch and was in the same year promoted to conductor. In 1885, he was transferred to the Shenandoah Division, where he has remained ever since.

He was in service during the Centennial celebration in Philadelphia, Pa., in 1876, and assisted in the handling of the vast crowds which moved over the Baltimore and Ohio in those days.

For the last eight or ten years, Mr. Norris has been running on trains Nos. 95 and 8 between Brunswick and Strasburg Junction, Va. Although he has been in the service of the Baltimore and Ohio Railroad Company for half a century, Mr. Norris still looks hale and hearty and so youthful that we can hardly believe that he has been in service for so long a time.

James Barger, conductor on the Cumberland Division, was accidently killed on February 12. Mr. Barger, who was about fifty years old, was a son of the late Leander Barger. He was born and raised in this town, was quiet in disposition, and well liked by all who knew him. He was a member of Potomac Lodge of the Brotherhood of R. R. trainmen and of Delaware Tribe No. 43, I. O. R. M.

He is survived by his wife (formerly Miss Jennie Sigafoose), one sister-in-law, Mrs. Ida Sigafoose and three brothers, Charles, an engineer, William F., a conductor on the Cumberland Division and Harry, who lives in the west.

G. L. Hightman, from near Burkettsville, has accepted a position as assistant secretary to secretary E. K. Smith at the Baltimore and Ohio Y. M. C. A., Brunswick, Md. His many friends wish him success in his new field of labor.

P. O. Eichelberger, former chief clerk to yardmaster at Brunswick, is having plans prepared for a building to be erected on the south side of Potomac Avenue, opposite his dwelling.

We understand that the building will contain one or more store rooms and an apartment on the second story.

Contractor H. B. Funk is arranging to build a bungalow in Humphrey's Park for brakeman N. W. Jenkins.

While at work on the coal chute on Thursday, February 10, N. W. Mock fell and was slightly injured.

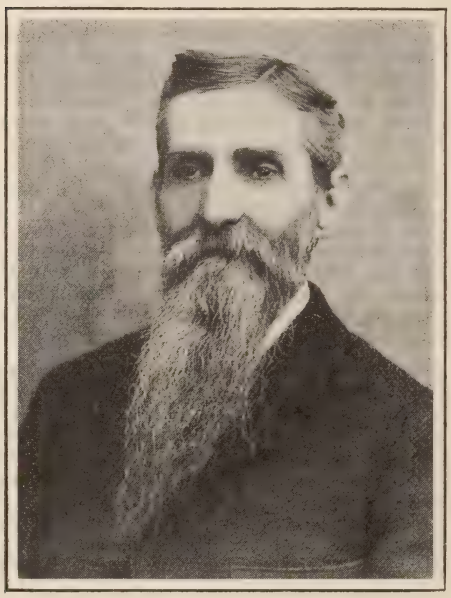
John Mulladay, brakeman, was slightly injured while at work in the yard on February 10.

On February 16, assistant superintendent S. A. Jordan returned from attending the funeral of his mother-in-law in Kentucky.

Washington, D. C., Freight Station

Correspondent, W. H. WHITING, *Chief Clerk*

The accompanying picture is of G. W. Santman, who died at the home of his son in Washington, on January 17.



THE LATE G. W. SANTMAN

Mr. Santman was a veteran of the Cumberland Division, and a notice of his death was printed among the Martinsburg items in the February issue of the MAGAZINE.

During the last few weeks sickness and death have hovered around this station to a greater extent than we have been unfortunate enough to experience for a number of years. This is undoubtedly due to the prevalent epidemic of grippe and its kindred ailments, and to the inclement, unseasonable weather that has visited this section of the country lately. It is hoped that the ground hog tradition will be fully borne out by facts this year, and that the absence of the shadow of the little weather forecaster portends an early spring, with its attendant improvement of conditions.

Among those who have been ill are R. R. Etchison and C. B. Hardesty, of the accounting department. Many others have lost a day here and there on account of slight ailments.

Mrs. W. Y. Stillwell, wife of cashier Stillwell, has been seriously ill for a number of weeks, but is now showing symptoms of convalescence. We all wish her a speedy recovery.

Mrs. J. H. Peak and her daughter, wife and child of assistant cashier Peak, have both been ill, the mother with grippe, and the daughter with scarlet fever. Both, however, are improving rapidly.

On January 16, Mrs. H. H. Stair, mother of the wife of chief clerk W. L. Whiting, died at his home in this city. Mrs. Stair, who was in her eighty-fifth year, had resided in Washington for nearly four years and was known to a number of the Baltimore and Ohio employes at this station. Interment was in Hanover, Pa., on January 18.

An announcement that George O. Everhart and Gertrude Cabell had applied for a marriage license, appeared in the Washington *Star* lately. Mr. Everhart was for a number of years a supervisor on the Baltimore Division, with an office located in the Washington freight station. He was later transferred to the New Castle Division at New Castle Junction, Pa. Our heartiest congratulations are extended to Mr. Everhart on his prospective happiness.

Washington Terminal

Correspondent, G. H. WINSLOW, *Secretary* Y. M. C. A.

Seven members of the Terminal Railroad Y. M. C. A. went to Jersey City on February 19 to compete in the Railroad Y. M. C. A. athletic meet. There were over 100 entries. Two of our boys were placed, W. B. Young, finishing third in the 440 yard run and W. L. Heap third in the twenty yard dash. Several of the men had never competed before, but made a good showing.

The race in the basket ball league is getting closer. Pennsylvania is leading by one game, with Chesapeake and Ohio second. Southern is beginning to push Baltimore and Ohio for third place, being only one game behind. A noticeable feature in the league is the gradual improvement of all the teams in team work and the decrease in rough play. A close finish is expected. There are four more games for each team to play, and interest is keen among the basket ball fans to see who will win the championship of the league.

In the Bowling League, Southern is leading the Evening League with fifteen games won and three lost, with Electricians a close second. Trainmen are leading the Sunrise League, having won twenty-two games and lost eight. Pennsylvania occupies second place.

On February 2, a large number of our members attended a stag social which was held in the social rooms of this association. Entertainment was furnished by the Terminal Railroad Y. M. C. A. orchestra, and there were other features of interest.

"A Stock Broker's Question" was the subject of a stereopticon lecture given at the Sunday meeting on February 6. On the 29th, Colonel Damon of New York addressed the meeting.

February 22 was a red letter day for the railroad department of the Young Men's Christian Association. The Terminal Railroad Association was selected as the place to hold an all day conference of the Railroad Y. M. C. A. secretaries of the east. At this conference plans were discussed for a nationwide membership campaign among railroad men.

Dr. J. P. Munn, chairman of the international committee, entertained the delegates at dinner.

A splendid Government Safety First exposition was held in February in the National Museum. Addresses on "Safety First" were made by cabinet officials and others, and much interest was manifested by the public.

A son recently arrived to brighten the home of H. Y. Dawkins.

Bernard B. Fulk and Miss Anna E. Robinson, of Martinsburg, W. Va., were united in marriage February 3, by the Rev. A. E. Barrows.

Mount Clare Shops

Correspondent, S. E. FORWOOD, *Secretary to Superintendent*

Divisional Safety Committee

L. FINEGAN.....Chairman, Superintendent of Shops
R. P. LITCHFIELD.....Machinist, No. 1 Machine Shop
J. O. PERIN.....Machinist, No. 2 Machine Shop
F. W. SCOTT.....Machinist, No. 3 Machine Shop
H. C. YEALDHALL.....Boilermaker, Boiler Shop
EDW. FETROW.....Smith, Smith Shop (also Foundry)
S. C. CARTER.....Machinist, Erecting Shop
W. D. LENDERKING....Pipe Fitter, Pipe Shop (also Tin and Tender)
J. P. REINARDT.....Fire Marshal, Yard, Axle Shop, Flue Plant and Rolling Mill
H. H. BURNS.....Car Repairman, Freight Repair Track
J. W. SMITH.....Car Builder, Passenger Erecting Shop
WM. F. SMITH.....Mill Machine Hand, Saw Mill
WALTER HART.....Car Builder, Steel Car Repair Track
A. F. BECKER.....Painter, Paint Shop

The busiest man at Mt. Clare these days is Emory H. McCourt, the new telephone operator. "Mac" certainly can get the connections.

The great desire of all those interested in Mt. Clare has been realized—Mt. Clare now has a telephone system of her own, and when it is remembered that some of the shops at Mt. Clare are as much as three or four blocks away from the office, and pretty long blocks, too, the value of this latest improvement can be appreciated. In the past if the superintendent of shops wanted to speak to his assistant, general foreman in the locomotive department or one of his foremen, it was necessary to send a messenger to look him up, and sometimes the first messenger would hardly be out of sight when it would be found necessary to get another foreman, and another boy would be started on a scouting trip around the plant. It used to take three minutes to get a messenger started, anywhere from ten minutes to a half hour to find the foreman and then ten to twenty minutes for the foreman to get up to the office, depending upon his size and length of legs. Of course, it would not take as long for our tender shop foreman—length of step, fifty-two inches—to get to the office as it would our boiler shop foreman, as the latter is not quite as light on his feet.

Altogether the telephone system at Mt. Clare is about the best thing that has happened in a long while. All you have to do is to call Baltimore and Ohio 600, give the individual number you want and "Mac" will do the rest.

Stores Department

There have been many cases of grippe and severe colds among the storekeeper's office force, but the afflicted ones have returned to duty.

"Two Out and the Bases Full"

is only one of the many thrilling situations to be found in

Hatfield's Parlor Base Ball

the craze of fandom everywhere—60 cards, eight plays on a card, 480 plays to the deck, over a million combinations—strikes, balls, double plays, hit and run, hook slide, etc. You don't have to be a fan to enjoy this game—Play it solitaire or with any even number—attractively boxed it makes an ideal gift. Many a long night made short by playing Hatfield's Parlor Base Ball—The game Joe Tinker finds interesting and instructive—Invented by a railroad man, and dedicated to railroad men—Nothing like it in all the world.

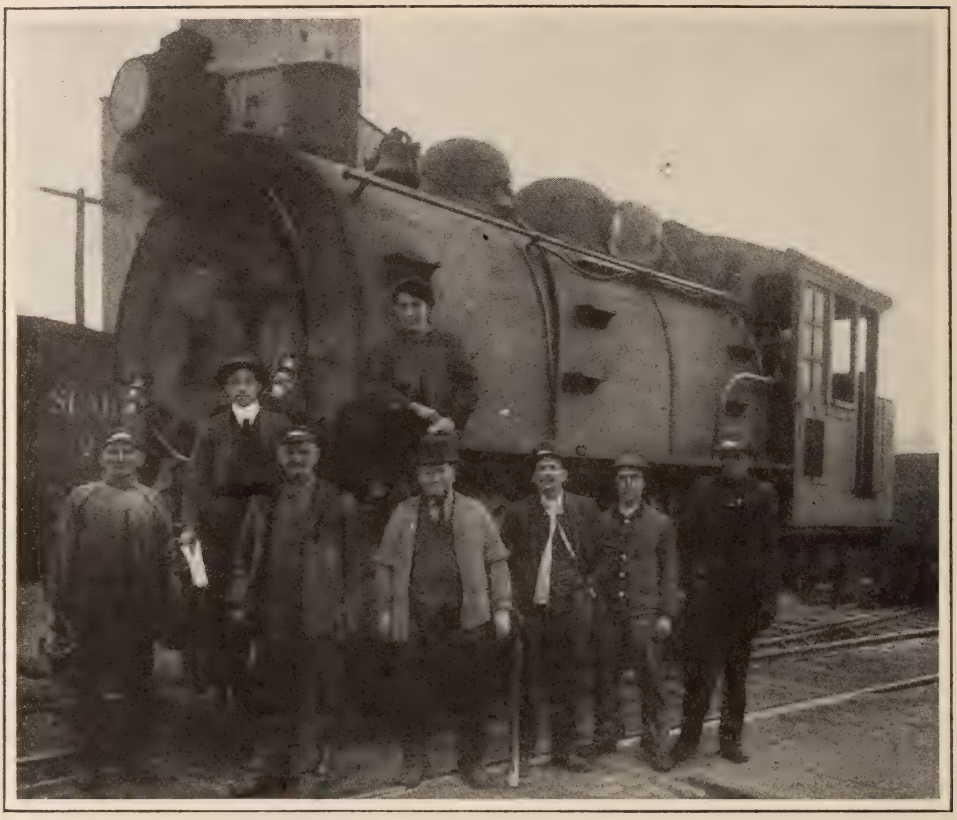
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We are engaging agents everywhere to sell this game—They are making big money—KING KINNEY, a former railroad man, averages $12 a day in Chicago—You can do the same. Write for our agency proposition. Send 50c for a game anyway.

Every traveling man should have one—Hatfield's games—just fits in your grip.

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ENGINE 98 AND YARD CREW

Left to right: J. H. Bush, Engineman; A. A. Kahl, Yard Clerk; W. E. Devaul, Fireman; W. Barry, Car Inspector; G. T. Clark, Conductor; S. Greenwell and M. T. Orem, Brakemen, and J. Smith, Car Inspector

P. M. Evans was quietly married on February 8. On his return to duty Mr. Evans kept very quiet about it, but someone spread the news. Congratulations, Paul!

G. W. Sheckles has resigned as foreman in this department to accept a position with the storekeeper at Riverside. We all wish him every success in his new work.

Our efficient timekeeper, W. E. Grinewetsky, says that he had a sleepless night and arose at 3.00 a. m., asking his aged mother for a cup of tea. We are puzzled to know what the outcome will be, but think that it will be a Spring marriage, with a honeymoon trip to China. Go it "Bill."

J. T. Mannion, a stenographer in this department, has accepted position as stenographer to storekeeper at Connellsville, Pa. "Jimmy" has our best wishes for a successful career.

H. M. Ricker spent Sunday and Monday in his home town (Martinsburg) and returned with the report that they still raise "chickens" there.

The accompanying picture is of Harold Raymond Ricker, age two, nephew of Harold M. and R. Raymond Ricker, employes in this department. The prospects are that Harold Raymond will follow in the footsteps of his uncles and be a railroad man, too.



HAROLD RAYMOND RICKER

W. H. Hanson, formerly of the motive power department, is filling the position formerly held by J. T. Mannion.

Paint Shop

The boys in the paint shop gave Henry Weitzel, pensioner, a surprise party at his home in Pikesville on Saturday evening, February 19. They also gave him a present which will long be remembered by him,—a handsome reed rocking chair, which he surely did appreciate. This surprise party shows that a man who has been pensioned after faithful service is still remembered by his fellow workmen. Mr. Weitzel looks the picture of health, in spite of his seventy-one years. He is proud of his record, having been in our service for forty-three years.

Mr. Becker played the piano for almost the entire evening—in fact, everything proved a success with the exception of the singing, which was a failure. The residents living nearby were informed by Mr. Weitzel that the singing was done by Baltimore and Ohio Railroad men, but not by the Glee Club. By doing this he saved the Glee Club's good name.

Refreshments were served late in the evening.

Charles Emmart, who has charge of the paint vault, is again on the sick list. This time Mr. Emmart has a pair of badly swollen hands, which have been poisoned in some way. Charles, take good care of yourself—we miss you.

O. A. Fromtling, passenger car painter, fell while getting off a scaffold the other day. His injury is not serious, and he expects to be able to return to work shortly.

Fred Manuel, passenger car builder, is again out of the hospital and is resting up at home. He seems to be having a bad time with his knee cap, which was injured several months ago. Mr. Manuel is anxious to get back to work, but it is doubtful if he will be able to do so for at least a month.

S. J. Porcello, upholsterer, was in to see us the other day and says he will be back with us shortly. He has been off for over a month, with an injured hand.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL.....Chairman, Superintendent
J. K. YOHE.....Assistant Superintendent
T. R. REES.....Secretary
J. W. DENEEN.....Trainmaster, East End
E. P. WELSHONCE.....Trainmaster, West End
L. J. WILMOTH.....Road Foreman, East End
M. A. CARNEY.....Road Foreman, West End
W. TRAPNELL.....Division Engineer
T. R. STEWART.....Master Mechanic
J. K. MILLHOLLAND.....Assistant Master Mechanic
E. C. DRAWBAUGH.....Division Operator
DR. J. A. DOERNER.....Medical Examiner
DR. F. H. D. BISER.....Medical Examiner
DR. L. D. NORRIS.....Medical Examiner
G. R. BRAMBLE.....Freight Agent
W. D. STROUSE.....Joint Agent
C. W. HAYMOND.....General Car Foreman, East End
W. S. DAVIS.....General Car Foreman, West End
F. L. LEVH.....Store Keeper
W. M. HINKEY.....Storekeeper
W. S. HARIG.....Claim Agent
J. Z. TERRELL.....Freight and Ticket Agent
I. S. SPONSELLER.....General Supervisor
J. C. MCCARTY.....Captain of Police
F. A. TAYLOR.....Master Carpenter
W. C. MONTIGNANI.....Secretary B. & O. Y. M. C. A.

ROTATING MEMBERS

C. C. POLLOCK.....Engineer
D. R. SUTER.....Fireman
J. T. CHADWICK.....Conductor
G. W. HOLTZMAN.....Yard Brakeman
P. DUFFY.....Machinist
J. ZUMBRO.....Car Inspector

The accompanying picture is of Miss Helen M. Cage, age five years, daughter of C. A. Cage, general foreman of our locomotive department, at Cumberland, Md.

Miss Helen is an unusually bright little girl, and although she has not yet started school, is taking advantage of home training and has learned her numbers and letters.



HELEN M. CAGE

Mr. Cage has good reason to be proud of the little "Miss." It is "these little things" that make life worth while.

Brakeman S. D. Phillips, of the third division, is a firm believer in the Savings and Loan Association. Through it he has acquired the comfortable looking home shown in the picture on the next page. He advises all other employes to invest their savings in the association.

"Stop working for the landlord," says Mr. Phillips. "Select your lot and build your home, or select a house already built and buy it with a loan from the association. In a few years you will be the owner of your own home.

"I had been in the service of the railroad for only a short time when I applied for, and was granted, a loan. It has been no harder to pay it back than it would have been to have paid rent. The difference is that now, instead of a bunch of rent receipts, we have our home to show for our money. Most of the homes in South Cumberland have been built with money advanced by the Loan Association.



HOME OF S. D. PHILLIPS, Cumberland, Md.

"I want to do everything in my power to encourage my fellow-employes to deposit a part of their earnings in this grand institution, even if they do not build or buy homes. In a few years they will find that their labor has not been in vain."

Mr. Phillips' home is a strong argument in favor of his views.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Brakeman Andrew Rhodes and Miss Agnes Barrett were married in Hagerstown, Md., on February 23. They will make their home in Martinsburg, where Andrew is employed as a yard brakeman by our road.

Born to agent and Mrs. J. C. Toury, a son.

The Safety Committee of the Cumberland Division is on the job of correcting unsafe conditions and instructing the men in safe practices. At a recent meeting of the committee some splendid reports were read. Division engineer Trapnell reported holding staff meetings, with the foremen and others, in which safety had a large part. The reports from those present showed splendid results. Education is the most telling factor in the Safety campaign.

C. B. Gorsuch recently held a noon-hour Safety meeting in the Martinsburg shops. All the shop men and many from the yards attended. Mr. Gorsuch gave an interesting and instructive address on unsafe practices.

He was given close attention throughout and this fine meeting cannot but be productive of good. Mr. Gorsuch especially urged the men to use goggles in machine work, where flying cuttings could injure the eye. He cited one case where the goggles had prevented an injury to the eye of a workman in the local shop. Employes engaged in operations where eye injuries are likely to occur are taking a long chance in failing to make use of this protection.

Monongah Division

Correspondent, C. M. STUBBINS
Supervisor of Fuel

Divisional Safety Committee

J. M. SCOTT	Chairman, Superintendent
E. D. GRIFFIN	Trainmaster
T. F. PERKINSON	Master Mechanic
T. K. FAHERTY	Road Foreman
E. T. BROWN	Division Engineer
W. O. BOLIN	General Car Foreman
J. O. MARTIN	Division Claim Agent
DR. C. A. SINSEL	Medical Examiner
P. B. PHINNEY	Agent
S. H. WELLS	Agent
J. D. ANTHONY	Agent
G. H. TURNER	Agent
E. J. HOOVER	Agent
W. C. BARNES	Secretary



No. 6 READY TO PULL OUT OF MARTINSBURG

ROTATING MEMBERS

M. B. PENDERGAST	Machinist
A. J. BOYLES	Conductor
C. A. HARTLEBEN	Brakeman
C. N. LEITH	Engineer
J. N. FRAME	Fireman
B. A. HUPP	Piece Work Inspector

Every record for freight handling on this part of the Baltimore and Ohio Railroad System was broken during the last week of January. Sunday was the top-notch mark of a week of most remarkable activity in railroad circles. The week saw 7503 cars of freight delivered to Cumberland Division at Grafton. On Sunday alone there were 1274. It was a remarkable achievement and is a tribute to the efficient organization of this division. The total number of cars for the day and week, as well as the total tonnage, is away ahead of any record ever established here. There were 833 loaded cars moved from Fairmont to Grafton on Sunday, which is fully 200 more cars than were ever before sent over this division during a twenty-four hour period. The week's record of cars delivered to Cumberland Division shows Monday with 955, Tuesday, 950, Wednesday 1060, Thursday 1028, Friday 1020, Saturday 1224 and Sunday with the record of 1271 cars. These 7508 cars would make a train more than fifty-seven miles in length. The total tonnage, averaging fifty tons to the car, which is slightly low, is 375,400 tons.

Superintendent J. M. Scott entertained his staff at luncheon on January 25 at the Willard Hotel. After an enjoyable meal he delivered a splendid address on divisional efficiency. There were forty-six men present, and every one evidenced great interest in the improvements and conditions. In his address he called attention to the position the Baltimore and Ohio Railroad occupied one year ago in comparison with twenty-two other eastern railroads—sixteenth place from the top. In October, 1915, we had moved up from sixteenth to sixth.

The standing of the Baltimore and Ohio Railroad bowling teams shows the Monongah Division once more in the lead.

TEAMS	WON	LOST	PERCENTAGE
Grafton	12	6	.667
Brunswick	8	4	.667
Cumberland	7	8	.467
Baltimore	6	9	.400
Keyser	6	12	.333

On February 29 the local employes put on a big minstrel show that rivaled the great Honey Boy Minstrels of the big circuit. The star performers of this great aggregation of black face comedians were Clyde Nelson Mays, J. C. Newham and Thor Brooks, of the superintendent's office. For full report see page 70 of this issue.

Wheeling Division

Correspondent, J. W. VILLERS

Divisional Safety Committee

J. W ROOT	Chairman, Superintendent
	Division Engineer
J. BLEASDALE	Master Mechanic
W. F. ROSS	Road Foreman of Engines
F. R. DAVIS	Terminal Trainmaster
C. M. CRISWELL	Agent at Wheeling, W. Va.
DR. J. L. HUDLEY	Medical Examiner
M. C. SMITH	Claim Agent

ROTATING MEMBERS

F. J. NEIMAN	Engineer
R. F. BRADLEY	Fireman
W. D. HOWARD	Conductor
WM. BOLEN	Conductor
GEORGE DEAN	Piece Work Inspector
C. A. HUNT	Boilermaker
LEO EBERLE	Pipe Fitter
H. C. HOOVEN	Machinist
B. L. HELFER	Secretary

Employes' Meeting at McMechen January 10, 1916

Chairman J. E. Barnhardt called the meeting to order at 7.45 and made a few interesting remarks about the objects of the employes'

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By F. M. PAYNE



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meetings. He then called upon the new superintendent, J. W. Root.

Cooperation was Mr. Root's subject.

"I believe that with the help of all the employes we can make a success of the operation on the Wheeling Division," said Mr. Root. "We rely on every man, and we need the help of every man on the Wheeling Division. Together we can make a great success of the operation of our division."

W. F. Ross made a few remarks respecting fuel consumption for the month of November, 1915. He said that the management was well pleased with the fuel performance of the freight service, but that the record in the passenger service was not so good. He also spoke of the individual fuel performance of the engineers. "It should be the ambition of every engineer on the division to get into the 100 per cent. class," he said.

There was a general discussion on methods of eliminating black smoke, after which W. L. Cockrell spoke on the train operation improvement in December of 1915 over the same month of 1914; G. F. Eberly, on the progress being made in the maintenance of way department, while C. H. Bonnesen spoke on train rules.

E. M. Pomeroy, agent at Bellaire, O., made some interesting remarks on freight solicitation. "If every employe would consider himself a solicitor, we would be surprised at the increase in the Company's revenue," said Mr. Pomeroy.

Professor King, superintendent of the McMechen schools, was present at the meeting and made some interesting remarks.

Fireman W. A. Morris was appointed chairman of the next meeting, which was to be held on February 14.



V. H. REYNOLDS AND FAMILY IN BEACH COSTUME

Fuel Performance of Engines

The following figures were taken at random from the record of fuel performance of engines on the Wheeling Division. The figures are based on the amount of coal used per trip as kept for the various classes of service and runs—being the average ratio of the actual fuel consumed to the standard allowance for each trip. There were many other engines with highly creditable records:

Engine	Trips	Performance
2201	2	100.0
2229	2	100.0
2038	6	100.0
1279	8	99.0
2697	12	99.0
2211	23	98.0
4097	14	87.5
2214	4	87.0
2238	5	87.0

Fuel Performance of Engineers

January fuel performance of engineers based on the amount of coal used per trip as kept for the various classes of service and runs, being the average ratio of the actual fuel consumed to the standard allowance for each run follows:

Engineer	Trips	Performance
Weisheit, W. A	3	100.0
Bailey, T. C	3	100.0
Layne, J. A	2	100.0
Lacey, Wm	20	100.0
Cusack, L	2	100.0
Gump, H	16	100.0
Bailey, E	3	100.0
Beatty, E	27	100.0
Gaskell, H. A	5	100.0
Scott, R. E	3	100.0
Daugherty, C. E	2	100.0
Gorrell, R	2	100.0
Brewer, W. H	3	100.0
Cologne, N. G	8	100.0
Westfall, A. B	2	100.0
Boyles, F. T	6	100.0
Keevert, F. E	5	100.0
Satow, C. E	5	100.0
Furbee, W. C	10	100.0
Henderson, W. G	10	100.0
Hickman, J. W	9	100.0
Schafer, J. H	9	100.0
Tarleton, U. G	6	100.0
Swisher, G. H	22	100.0
Weed, H. C	12	100.0
Wood, M. K	3	100.0
McConnaoghey, E	25	100.0
Coss, F. H	5	100.0
Sockman, F. E	25	100.0
Matheny, J. W	7	99.5
Quinn, T	25	99.5

Lack of space makes it impossible to publish the full record, but a large percentage of the engineers had a performance over 90 per cent. efficient.

Ohio River Division

Correspondent, H. C. NESBITT

Divisional Safety Committee

PERMANENT COMMITTEE

F. G. HOSKINS ..... Chairman, Superintendent
C. E. BRYAN ..... Division Engineer
O. J. KELLY ..... Master Mechanic
J. W. BULL ..... Acting Trainmaster and Road Foreman of Engines
DR. A. J. BOSSYNS ..... Medical Examiner
W. E. KENNEDY ..... Division Claim Agent
E. CHAPMAN ..... Captain Police
J. A. FLEMING ..... Agent, Parkersburg
R. E. BARNHART ..... Agent-Yardmaster, Huntington

ROTATING MEMBERS (to serve three months)

A. H. WILSON ..... Engineer
M. J. REED ..... Fireman
C. R. LANG ..... Conductor
C. B. SOUTHWORTH ..... Yard Conductor
J. F. SIMMONS ..... Locomotive Department
H. G. WOODYARD ..... Car Department

Cleveland Division

Correspondent, F. P. NEU

Divisional Safety Committee

PERMANENT COMMITTEE

H. B. GREEN ..... Chairman
F. P. NEU ..... Secretary
J. E. FAHY ..... Trainmaster
J. E. LLOYD ..... Division Engineer
J. A. ANDERSON ..... Master Mechanic
P. C. LOUX ..... Road Foreman of Engines
A. J. BELL ..... Terminal Agent
DR. R. D. SYKES ..... Medical Examiner
G. J. MAISCH ..... Division Claim Agent

ROTATING MEMBERS (to serve three months)

C. C. DAVIS ..... Agent, Midvale, O
T. KOESTER ..... Machine Foreman, Cleveland, O.
J. DRENNAN ..... Supervisor, Elyria, O.
A. ROBINETTE ..... Freight House Foreman, Uhrichsville, O.
F. E. BACHTEL ..... Piece Work Checker, Lorain, O.
C. H. FERGUSON ..... Agent, Elyria, O.
B. A. BLACKWELL ..... Fireman, Lorain, O.
J. S. CHAMBERS ..... Engineer, Cleveland, O.
T. J. WARD ..... Conductor, Akron, O.
E. C. FERGUSON ..... Brakeman, Lorain, O.
S. M. STEWART ..... Conductor, Lorain, O.
J. C. BARTLEY ..... Track Foreman, Beach City

Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

Divisional Safety Committee

REGULAR MEMBERS

D. F. STEVENS ..... Chairman, Superintendent, Newark, O.
C. C GRIMM ..... Vice-Chairman, Trainmaster, Newark, O.
C. H. TITUS ..... Assistant Trainmaster, Newark, O.
J. TORDELLA ..... Division Engineer, Newark, O.
W. STRECK ..... Road Foreman of Engines, Newark, O.
W. F. MORAN ..... Master Mechanic, Newark, O.
A. R. CLAYTOR ..... Division Claim Agent, Newark, O.
DR. A. A. CHURCH ..... Medical Examiner, Newark, O.
D. L. HOST ..... Trainmaster and Chief Train Disp'r, Columbus, O.
A. C. RICHARDS ..... Agent, Zanesville, O.
C. G. MILLER ..... Shopman, Newark, O.
F. A. STARR ..... General Foreman, Reclamation Department, Zanesville, O.

ROTATING MEMBERS

T. VAN ARSDALE ..... Yard Brakeman, Newark, O.
W. H. BROWNING ..... Shopman, Newark, O.
W. B. WHITE ..... Air Brake Inspector, Newark, O.
A. E. FIECOAT ..... Fireman, Newark, O.
H. RAINEY ..... Engineer, Newark, O.
O. E. PARSON ..... Conductor, Newark, O.

R. R. Riggleman, signal helper, recently found a $20 bill lost by a passenger and reported it to the trainmaster, by whom it was returned to its owner. The money was lost by a woman traveling alone.



CONDUCTOR CORNELIUS O'HARRA AND SWITCHTENDER PATRICK O'MARRA

The accompanying picture is a good likeness of two of the veteran employes of Columbus yard, conductor Cornelius O'Harra and switchtender Patrick O'Marra. These men were born about the time Sherman made his famous march to the sea and entered the service of the Baltimore and Ohio soon after their school days were over. Both are loyal and valuable employes.

Mr. O'Harra has the distinction of serving as the first committeeman in the "Safety First" organization, and through his recommendations and suggestions great improvements in the welfare of the Company and its employes have been carried out.

Connellsville Division

Correspondents

P. A. JONES, *Office of Chief Clerk*, Connellsville
S. M. DEHUFF, *Manager of Telegraph Office*, Connellsville
C. E. REYNOLDS, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. EATON ..... Chairman, Superintendent
C. M. STONE ..... Trainmaster
A. P. WILLIAMS ..... Division Engineer
T. E. MILLER ..... Master Mechanic
C. N. CAGE ..... Road Foreman of Engines
DR. M. H. KOEHLER ..... Medical Examiner
G. M. TIPTON ..... Freight Agent
I. N. KIDD ..... Agent
G. F. BARCLAY ..... Agent
H. D. WHIP ..... Relief Agent
E. LECKEMBY ..... Engineer
W. C. RICHEY ..... Fireman

Lewis Taylor	Brakeman
W. G. Keffer	Yard Brakeman
F. Zimmerman	Machinist
J. P. Harper	Piece Work Inspector
E. Osler	Signal Repairman



THE LATE WILLIAM BOWLIN

Obituary notice appeared on page 99 of February issue

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch	Chairman, Superintendent
T. W. Barrett	Vice-Chairman, Trainmaster
E. V. Sill	Secretary
C. C. Cook	Division Engineer
M. C. Thompson	Road Foreman of Engines
G. W. C. Day	Division Operator
E. V. Brennan	Superintendent of Shops
W. W. Smock	Master Mechanic
A. J. Weise	General Car Foreman
F. Bryne	Claim Agent
W. F. Deneke	Agent, Pittsburgh
Dr. J. P. Lawler	Medical Examiner
M. J. Cook	Brakeman
S. Marshall	Fireman
M. J. Ford	Conductor

New Castle Division

Correspondent, F. E. Gorby, *Chief Clerk* New Castle

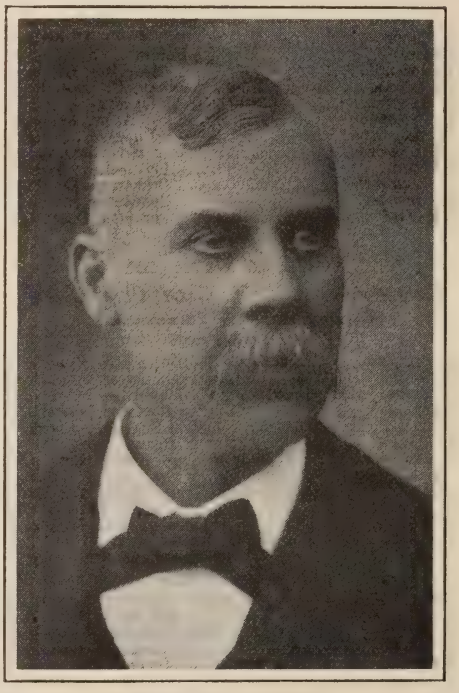
Divisional Safety Committee

T. E. Jamison	Chairman, Superintendent
C. P. Angell	Vice-Chairman, Trainmaster
H. L. Gordon	Division Engineer
J. J. McGuire	Master Mechanic
J. B. Daugherty	Road Foreman of Engines
James Aiken	Agent, Youngstown, O.
Dr. E. M. Parlett	Medical Examiner
C. G. Osborne	Division Claim Agent
F. H. Knox	Agent, New Castle, Pa.
E. O. Lewis	Agent, Ravenna, O.
C. H. Waldron	General Yardmaster, New Castle Jct., Pa.
J. L. Maxler	Road Engineer
E. C. Beahm	Road Fireman
L. A. Moore	Road Brakeman
W. P. Kennedy	Yard Conductor
W. W. Smith	Yard Engineer
John Brown	Machinist
A. Bixler	Steel Car Repairman
J. W. Riggans	General Supervisor
A. T. Humbert	Master Carpenter
J. O. Huston	Division Operator

William D. Reed, yardmaster at De Forest Junction, is one of the grand old men of the New Castle Division.

Mr. Reed was born in Kent, Ohio, on March 20, 1847. In 1864, after his days in the "little red school house" were over, he obtained a position as a clerk in the drug store at Kent, at a salary of $5.00 a month. The next year he entered railroad service at the A. G. & W. shops at Kent as water boy, at fifty cents a day.

After serving for a time as water boy he went to Meadville, Pa., as clerk to the superintendent of bridges and buildings of the same road. After leaving the service of the A. G. & W. he attended high school at Roanoke, Ind., for a time and then became interested in the Atlantic News Co., at Meadville. In 1869 he again entered the service of the A. G. & W., this time as a brakeman. He was promoted to conductor, but in 1872 resigned to take a position as money clerk with the Union and American Express Co.



WILLIAM D. REED

In 1874, Mr. Reed again entered railroad service with the Oil Creek Railway as chief clerk in the freight office, and ticket agent at Oil City, Pa.

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Fitted to your own case if desired



On Time IS South Bend Time

His next position was chief clerk to superintendent J. V. Patton at Emlenton, Pa., then chief clerk to superintendent B. B. Newton of the F. S. P. & C. R'y at Foxburg, Pa. In 1881 he went with the Pittsburgh, Bradford & Buffalo Railway as chief clerk to superintendent, at Foxburg, and was superintendent of that railroad in 1882 and 1883.

In 1884 and 1885, Mr. Reed served as trainmaster under superintendent J. T. Johnson of the Pittsburgh & Western Railway at Foxburg. His next position was at Warren, O., in the same capacity, on the Pittsburgh, Cleveland & Toledo R. R. Both of these lines are now part of the Pittsburgh and New Castle Divisions of the Baltimore and Ohio.

In 1888 and 1889, Mr. Reed acted as assistant superintendent at Sharpsburg, Pa., on the P. & W., and from 1891 to the present time, he has been yardmaster at De Forest Junction.

When Mr. Reed first went to De Forest Junction, twelve cars of ore was a full train on the Lake Division, and eighteen cars east of that point was a full train. Now we haul fifty-five cars, 100,000 lb. capacity, on the Lake Branch; or seventy-five cars of grain and box car freight.

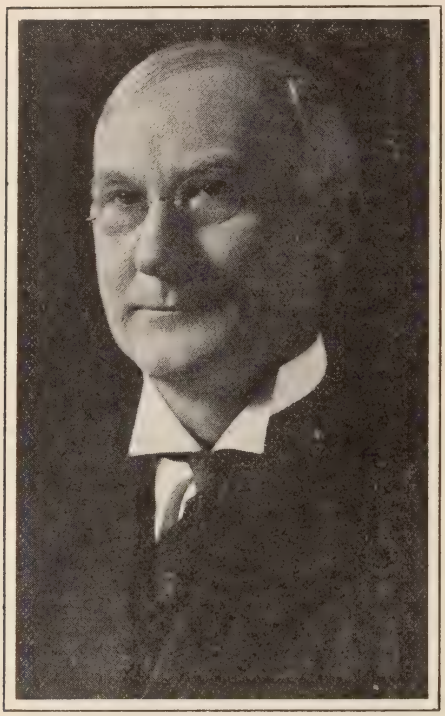
Interesting tales of the old days are told by Mr. Reed. While his hair is white and he is not as young as he once was, he still handles his work in a sure and certain manner and is always affable and kind, and always "on the job." We trust that he has many years of usefulness before him, and we wish him health and happiness.

Do you recognize the gentleman on the right of engine 2848? If you work on the New



ENGINEER R. E. ARMSTRONG

Castle Division or thereabouts, you surely know engineer Robert E. Armstrong. "Bob" is an honorary Safety committeeman and takes an active part in boosting employes' meetings, the MAGAZINE, and those things which tend to a better railroad. Right now he is closely studying the individual fuel performance sheets.



JAMES AIKEN

Here is a good likeness of that very likable man, James Aiken, freight agent of the Company at Youngstown, Ohio. Mr. Aiken was born at Chewton, Pa., on July 20, 1862, and entered the service when twenty years of age as agent at Chewton. In 1885, he was transferred to Warren, Ohio, and two years later went to Allegheny as ticket agent. In January, 1890, he was promoted to chief clerk to general passenger agent at Cleveland, and a year later went to Allegheny as ticket agent.

In November, 1892, he was promoted to clerk in the superintendent's office at Butler, and in March, 1895, was promoted to agent at Youngstown, which position he has held since that time.

Mr. Aiken has seen Youngstown grow from a medium-sized town to one of the greatest steel and iron cities in the Pittsburgh district, and by his calm and forceful manner, his affability and sound common sense, has become a well-known citizen. He is a popular man in railroad circles; always dependable and courteous. "Jim Aiken" and the "Baltimore and Ohio" are synonymous in Youngstown. Having spent his entire life in the service of the Company, he has seen the P. & W. end of it struggle through some tight places. He enjoys the friendship of all,—employes, patrons, traffic managers of industries, and takes delight in increasing his revenue each month. It now amounts, by the way, to nearly half a million in high-water months.

"May his shadow never grow less," as he is a companionable and friendly man and as fine a representative of the Company's policy as one would wish to see.

Chicago Division

Correspondent, S. V. McKENNAN, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. JACKSON.....Chairman, Superintendent, Garrett, Ind.
G. P. PALMER.....Division Engineer, Chicago, Ill.
H. H. HARSH.....Division Engineer, Garrett, Ind.
D. B. TAYLOR.....Master Carpenter, Garrett, Ind.
F. W. RHUARK.....Master Mechanic, Garrett, Ind.
D. HARTLE.....Road Foreman of Engines, Garrett, Ind.
R. R. JENKINS.....Secretary Y. M. C. A., Chicago Jct., O.
C. W. HEDRICK.....Medical Examiner, Chicago Jct., O.
F. DORSEY.....Medical Examiner, Garrett, Ind.
JOHN DRAPER.....Agent, Chicago, Ill.
H. W. BUCHHOLZ.....Agent, Syracuse, Ind.
T. E. SPURRIER.....Claim Agent, Tiffin, O.
J. A. ENGSTROM.....Engineer, Garrett, Ind.
O. T. SHAFFER.....Fireman, Garrett, Ind.
D. C. CREEGER.....Conductor, Garrett, Ind.
J. E. OVERROCKER.....Switchman, Chicago Jct., O.
R. C. MILLER.....Pipefitter, Chicago Jct., O.
R. KENNERDALL.....Machinist, South Chicago, Ill.
H. H. ROAN.....Coppersmith, Garrett, Ind.
F. N. SHULTZ.....Division Operator
A. E. BALLENTINE.....Assistant Piece-Work Inspector

The accompanying cartoon of himself was drawn by J. M. McDermott. He is answering 'phone calls regarding the embargo on freight for export. "Mac" is eastbound grain clerk in our office.



South Chicago

Correspondent, OSCAR WACKER, *Car Distributer*



MISS ESTHER J. MOBERG

Miss Esther J. Moberg, stenographer in agent's office at South Chicago, is entered in the Popular Stenographers' Contest now being conducted by the Chicago *Herald*.

Miss Moberg is an extremely popular young woman and has many friends working for her success. Here is a chance for every Baltimore and Ohio employe who is a reader of the *Herald* to show his loyalty by voting for the "Baltimore and Ohio" girl.

The South Chicago Checker Club is open for games with all comers. We have defeated both the yard and office forces at Wolf Lake and would like to get in touch with some *good checker clubs* who can at least give us a game which will prove interesting. For further particulars, address E. J. Boyle, chief clerk, South Chicago office.

W. M. Hobbs Lodge No. 4, Brotherhood of Railroad Trainmen, composed of the various railroads centering in South Chicago, Ill., gave their twenty-ninth annual reception and ball at the famous White City ballroom on February eighteenth.

The Grand March, which began at nine o'clock, was lead by Mr. and Mrs. Robert W. Nicols.

The proceeds of these affairs are used for the purpose of defraying the sick and injury benefits of the lodge.

Brother T. M. Mayer was presented with a handsome gold watch for selling the greatest number of tickets. Miss Esther Moberg, of the 90th Street freight office, was presented to the audience as the "Baltimore and Ohio girl" in the Chicago *Herald* contest for the most popular stenographer in Chicago. Everybody said, "We hope she wins for good old South Chicago's sake."

Chicago Terminal

Correspondent, G. W. HESSLAU, *Claims Investigator*, Chicago

Divisional Safety Committee

J. L. NICHOLS	Chairman, Superintendent
J. W. DACY	Trainmaster
G. P. PALMER	Division Engineer
F. W. LAMPHERE	Assistant Engineer
ALEX CRAW	Division Claim Agent
F. J YOUNG	Captain of Police
C. L. HEGLEY	Examiner and Recorder
H. McDONALD	Supervisor, Chicago Division
WM. HOGAN	Supervisor, Calumet Division
F. K. MOSES	Master Mechanic
F. S. DEVENY	Assistant Road Foreman of Engines
CHAS. ESPING	Master Carpenter
DR E. J. HUGHES	Medical Examiner
C. O. SEIFERT	Signal Supervisor
MORRIS ALTHERR	Assistant Agent, Forest Hill

ROTATING MEMBERS (to serve three months)

L. M. LOUCKS	Engine Foreman, East Chicago, Ind.
C. PETERS	Engine Foreman, Blue Island, Ill.
ROY WILSON	Engine Foreman, Robey Street
FRANK DUFFY	Engineer, Robey Street
JAMES McMILLS	Engineer, East Chicago, Ind.
WM. GOETSCHEL	Fireman, Robey Street
H. J. COLE	Fireman, East Chicago, Ind.
D. M. JULIAN	Car Foreman, Robey Street
MARTIN SCHAUB	General Car Foreman, East Chicago, Ind.
HENRY LOVERIDGE	General Foreman, East Chicago, Ind.
C. J. QUIMBY	Roundhouse Foreman, Robey Street

In the picture of the switchtender's shanty at old Empire Slip shown below, general yardmaster Sloan appears in the center and day coach yardmaster Sinnott (at that time switchtender), at the extreme right.





In the above we present to our readers a reproduction of a drawing of one of the warships of the old navy, the frigate Lancaster. She was the only ship of the civil war to take an active part in the war with Spain. But she was armed only with two six pounders, and it was due to the courage and loyalty of Commander Perry and his crew that she was safely piloted from Boston to Key West at the beginning of the war, without convoy, and with no instructions as to the location of the Spanish squadron, which was at sea—no one knew where. Arriving at Key West she was made the flagship of Commodore Reemey. Two days after her arrival at Key West a company of about 125 naval reserves from Chicago and Moline arrived at Key West and were placed on board the Lancaster to be distributed to the various ships of the Navy as vacancies occurred. Among them was a young man who had made signaling a study and, the Lancaster being in need of such a man, he was placed in charge of the signaling. Handling messages by wig-wag, numerals, bell, whistle, electric lights and rockets were his duties and after three months of service in this work he was made quartermaster, a position he held until the close of the war.

The young man in question was Wilbur A. Kelly, manager of the Baltimore and Ohio telegraph office in Chicago. Mr. Kelly has completed his thirty-third year of continuous service with our road, and is senior operator on the Chicago Division. The accompanying wash drawing of the Lancaster is a sample of his "brush" work, which shows that he is equally at home with the brush, the bel'n pin, or the key.

Ohio Division

Correspondent, C. N. Beyerley
Chillicothe, Ohio

Divisional Safety Committee

G. D. Brooke	Superintendent, Chairman
P. H. Reeves	Master Mechanic
E. J. Correll	Division Engineer
R. Mallen	Road Foreman of Engines
T. E. Banks	Trainmaster
Dr. F. H. Weidemann	Medical Examiner
L. H. Simonds	Claim Agent
L. A. Pausch	Supervisor
C. A. Noel	Road Conductor
C. E. Fogelman	Road Engineer
E. H. Black	Road Fireman
H. E. Morris	Switchman
F. O. Allison	Agent
Alonzo Thatcher	Shop Painter
Floyd Dennewitz	Shop Carpenter
Fred. Rumpf	Machinist

"Safety First." A switchman in Chillicothe yard was recently seen pushing a coupler over with his foot. This is a bad practice and is so recognized by all employes. We sometimes, however, are careless and overlook the rules of "Safety." If employes will remember the motto "Better be safe than sorry," they will not take such chances.

Members of the Safety Committee at Chillicothe are very observant. Any matter pertaining to Safety is thoroughly explained, and action is taken to remedy all dangerous conditions that come to their notice.

C. M. Iuler, file clerk in superintendent's office, was expected to begin a leave of absence on March 1. Mr. Iuler expects to attend school during this leave. W. L. Sperry will take his place in the office.

Baltimore and Ohio clerks at Chillicothe are organizing a baseball team, and expect to have a strong organization in the field.

Fred Schlegel leaves the office of division engineer to take charge of a grocery business in Chillicothe. It is also understood that Fred is contemplating a much more serious venture, in the line of matrimony.



CAL MAXON

The accompanying picture is of Cal Maxon, crossing watchman at Main Street, Chillicothe, Ohio. The traffic is heavy at this point, and Cal is always on the job.

F.W. Carner has been appointed day yardmaster at Storrs, vice C. H. Wiehe, promoted to general yardmaster of the Cincinnati Terminal.

Indiana Division

Correspondent, O. E. HENDERSON, *Conductor*
Seymour, Ind.

Divisional Safety Committee

PERMANENT COMMITTEE

E. W. SCHEER.....Chairman, Seymour, Ind.
S. U. HOOPER.....Trainmaster, Seymour, Ind.
J. B. PURKHISER.....Trainmaster, Seymour, Ind.
E. J. LAMPERT.....Trainmaster, Cincinnati, O.
H. R. GIBSON.....Division Engineer, Seymour, Ind.
P. T. HORAN.....R. H. Foreman, Seymour, Ind.
H. E. GREENWOOD.....Master Mechanic, Seymour, Ind.
S. A. ROGERS.....Road Foreman of Engines, Seymour, Ind.
M. A. MCCARTHY.....Division Operator, Seymour, Ind.
DR. G. R. GAVER.....Medical Examiner, Seymour, Ind.
L. A. CORDIE.....Assistant Agent, Cincinnati, O.
J. E. SANDS.....Agent, Louisville, Ky.
E. MASSMAN.....Agent, Seymour, Ind.
J. E. O'DOM.....Special Claim Agent, Cincinnati, O.

ROTATING MEMBERS (to serve three months)

J. HEDGES.....Engineer, Seymour, Ind.
A. M. ROSS.....Conductor, Seymour, Ind.
EARL FLEETWOOD.....Fireman, Seymour, Ind.
A. HARRISON.....Yard Brakeman, Cincinnati, O.
D. CASSIN.....Track Supervisor, North Vernon, Ind.
M. GALLAGHER.....Section Foreman, Holton, Ind.

Mrs. Chloe Rogers, wife of S. A. Rogers, road foreman of engines, died at Norton's Infirmary, in Louisville, on February 23. Mrs. Rogers, who had been in poor health for some time, had been taken to the Infirmary for an operation, but upon her arrival there the surgeons decided that her condition would not permit its being performed.



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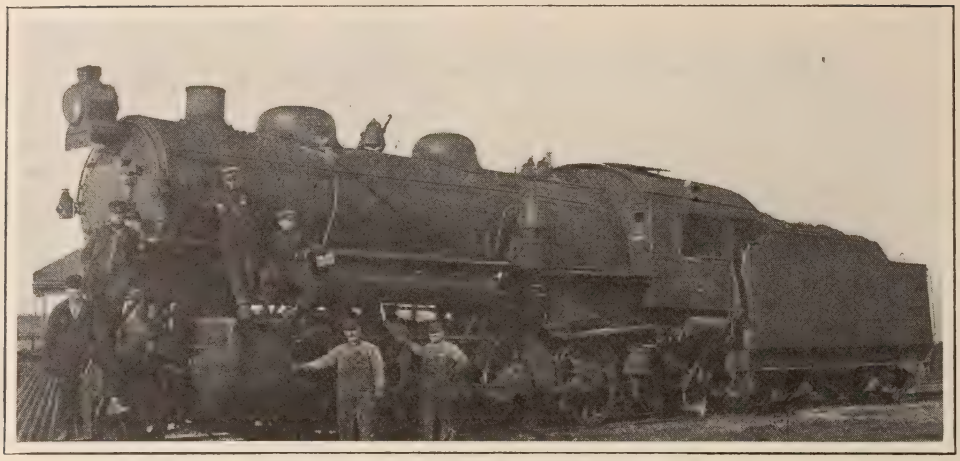
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¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.
¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.
¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up—With bath $2.00 up

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CHARLES DUFFY, Manager

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YARD AND HILL CREW, MITCHELL, IND.

From left to right: L. F. Mitchell, Conductor; C. E. Speer and L. F. Cutsinger, Switchmen; D. P. Thompson, Yard Clerk; W. E. Marsh, Engineer, and W. G. Lane, Fireman

Mrs. Rogers, who was thirty-eight years old, was born in Leesburg, Ohio. She met Mr. Rogers while on a visit to this city, and they were married sixteen years ago.

The funeral services were held from the residence on North Ewing Street. Interment was at Leesburg, her former home. The employes of the Indiana Division extend their sympathy to Mr. Rogers in his great loss.

Mrs. Harry Trester, a sister of conductor J. E. Banta and a daughter of engineer Lafayette Banta, retired, died at Aurora, Ind., last month. Funeral services were held in the First M. E. Church at 10. a. m. on February 19. Mrs. Trester was but seventeen years old at the time of her death. She leaves a father, mother, four brothers and a husband to mourn her untimely end.

Miss Pearl Reed, age twenty, died at the home of conductor R. E. Nichols on East Fifth street on Monday, February 21. Miss Reed was the daughter of conductor Riley Reed, deceased, and was a most estimable young lady. For a number of years she was chief operator at the telephone exchange here and had made many friends. The funeral services, conducted by Rev. Carnes of the First M. E. Church, were held at the residence of conductor Nichols, on February 23. Burial was in Riverview cemetery.

Clifford Starr, engineer, and Miss Nettie Birch of this city, were married Tuesday evening, February 15, at the Catholic parsonage. Immediately after the ceremony they left for New York and other eastern cities, where they spent their honeymoon. Their numerous friends wish them many years of happy wedded life.

Mr. and Mrs. C. Q. Rogers have returned from a visit with Mr. and Mrs. Frank Walls, of Chattanooga, Tenn. Mr. Walls was at one time an engineer here.

A new trespass fence has been erected on the north side of Myers Street, to O'Brien Street, along the south side of the Company's property. This fence, no doubt, will save the Company from the loss of many dollars' worth of property.

Conductor Thomas Sears and his family have moved to Cochran, he having been assigned to a run out of that point. Engineer Joseph Hulse and his family have also moved to Cochran, Mr. Hulse having been assigned to the helping engine.

Born to Mr. and Mrs. Harry Purkhiser, February 17, a girl.

Born to Mr. and Mrs. F. P. Green, February 19, a boy. Ferd says he now has a good hand—three deuces and a pair of aces.

A. C. Livensparger, telephone maintainer, and Miss Mabel Casting, were recently married in this city. They are very popular young people and we all join in wishing them a happy and prosperous married life.

On February 10, James Purkhiser, yard clerk, and Miss Myrtle Spillman, daughter of A. W. Spillman, deceased, were quietly married at the M. E. parsonage by the Rev. J. H. Carnes. Mr. Purkhiser is the youngest son of brakeman Purkhiser, who was killed at Montgomery in April, 1904, while in the discharge of his duty. These popular young people are keeping house at the corner of Bill and Sixth Streets.

On February 9, night ticket agent Van Dowell of Seymour became the father of a baby girl.

On February 1, the rest room at Mill Street roundhouse, Cincinnati, was permanently closed.

During 1915 the Indiana Division Safety Committee recorded 17,066 items on its minutes and 96 per cent. of these have been disposed of.

It is felt that this excellent showing has undoubtedly added to the safety of our men, and has made their work more pleasant in many ways.

This gratifying record was made possible by the hearty cooperation of the individual members of the Safety Committee, and the assistance of their fellow employes.

The record for punctuality of passenger trains Nos. 6 and 11, the eight-hour trains between St. Louis and Cincinnati on the Baltimore and Ohio Railroad, shows that during the last twelve months they were operated 247,070 miles in 361,280 minutes and made a record of 98.5 per cent. on time. It is believed that these trains, covering a distance of 339 miles between terminals, have established a record the consistency of which has seldom been approached in through passenger service.

Effective February 1, H. R. Gibson was appointed division engineer, with headquarters at Seymour.

On the same date H. E. Greenwood was appointed master mechanic of the Indiana Division. His headqaurters will also be at Seymour.



ROUNDHOUSE FORCE AT SEYMOUR

The accompanying picture is of the roundhouse force at Seymour, on the banks of White River, after they had completed a heavy piece of work. The marked figure is machinist Duffey.

Cincinnati Terminal

Correspondents: P. F. Landy, Joseph Beel

Divisional Safety Committee

L. A. Cordie.....Chairman, Assistant Terminal Agent
Geo. Schlenker.....Chief Rate Clerk
Robt. H. Searls.....Chief Claim Clerk
J. M. White.....General Foreman
Frank Goehle.....Interchange Clerk, Eighth St.
L. G. Wilson.....Chief Delivery Clerk
Phillip Weber.....Receiving Clerk
Henry Hagensicker.....Stevedore
Phillip Koth.....Tallyman

The accompanying picture is that of Helen Louisa Meyers, three year old daughter of general yardmaster J. H. Meyers of the Cincinnati Terminals. Helen's "dad" says that she displays extraordinary intelligence for her age. Mrs. Meyers was formerly a school teacher, so Helen Louisa will never want for educational training.



HELEN LOUISA MEYERS

Conductor P. A. Lacrosse was painfully injured on February 16 when he fell off a box car in Storr's Yard, breaking his left arm and bruising his back. Mr. Lacrosse, who has been in railroad service for a good many years, lives at 386 West Oak St., Ludlow, Ky. He would be glad to have any of the boys who chance to be in his neighborhood drop in to see him. He is doing nicely.

Conductor Lee Graham, who has been on the relief for the last two years, on account of an



FOUNTAIN SQUARE, CINCINNATI, FROM WINDOW OF TREASURER'S OFFICE



YARD ENGINE 62 AND CREW, BIGHTON YARD

injury received in accident at Park St., has been called to Cleveland, O., on account of the serious illness of his sister.

The accompanying picture shows yard engine 62 and crew, in charge of conductor White at Bighton yard. The employes from left to right are H. J. Coffman, yard clerk; J. J. Sparks, switchman; W. White, conductor; A. Wolf, yard clerk; J. Patterson, switchman; F. J. Wiedner, yard clerk and fireman G. L. Miller. The picture was taken by receiving clerk W. L. Lannham, also an employe at Bighton station.

Martin W. Mueller, who resigned from the position of file clerk in the office of the general baggage agent, Cincinnati, to enter service in the electrical department, has been succeeded by Alfred Brown, formerly chief messenger.

Mr. Mueller held the position as file clerk for three years, and his fellow employes very much regret his departure.

Effective February 25, C. H. Wiehe was appointed general yardmaster of the Cincinnati Terminal, with headquarters at Eighth Street, vice J. H. Meyers, promoted.

The friends of J. J. Gallagher, engine dispatcher at Cincinnati Terminals, will be surprised to learn that he has finally decided to become a benedict. On June 14, Miss Margaret Maloney, the handsome and popular secretary of the Jarecki Chemical Co., at St. Bernard, will become his wife. Miss Maloney resides in Wyoming, O., where she has a host of friends, who have already given her many showers. Gallagher will take his bride on a wedding trip to 'Frisco, stopping at points of interest enroute, and on their return they will make their home at Hartwell, where Jack has built a cozy home.

At a recent meeting of the Cincinnati local freight station Safety Committee many valuable suggestions were made by the members, which will be brought to the attention of the proper officials, and necessary action taken for "Safety First."

Illinois Division

Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

Divisional Safety Committee

R. B. WHITE	Chairman, Superintendent
C. G. STEVENS	Trainmaster
C. W. POTTER	Trainmaster
C. H. R. HOWE	Division Engineer
J. E. QUIGLEY	Master Mechanic
F. HODAPP	Road Foreman of Engines
H. E. ORR	Master Carpenter
C. S. WHITMORE	Signal Supervisor
W. G. BURNS	Supervisor
F. WYATT	Supervisor
B. O'BRIEN	Supervisor
W. COOK	Supervisor
G. H. SINGER	Agent, East St. Louis
W. C. DEITZ	General Foreman, Flora
S. B. WESTLAKE	Medical Examiner
J. R. BRADFORD	Claim Agent
B. O. CHATTIN	Engineer
R. C. MITCHELL	Fireman
J. H. WILSON	Brakeman
J. A. CROWN	Yard Conductor
L. B. MANGIN	Machinist
B. KEMPF	Car Department
B. HARRIS	Machinist

The operators at Cone have been transferred to "K" tower, just west of the Vandalia crossing. This is to faciliate the blocking of passenger trains.

Effective February 1, J. E. Quigley was appointed master mechanic of the Illinois Division, vice H. E. Greenwood, who was promoted to master mechanic of the Indiana Division, at Seymour, Ind. C. H. R. Howe was appointed division engineer of the Illinois Division, vice H. R. Gibson, promoted to division engineer of the Indiana Division, at Seymour, Ind. G. E. Krick was appointed acting general foreman, Cone, Ill., vice J. E. Quigley.

Effective January 31, J. P. Smith was appointed acting agent, Sumner, Ill., vice, C. C. Judy, deceased. Effective February 9, A. B. Brown was appointed agent at Richland, Ill., vice G. J. Smith, resigned. On February 10, F. S. Loftin was appointed agent at Farmingdale, Ill., vice, R. P. Longtha, resigned.

After about thirty years of service at Furman, Ill., Philip Henry has decided to take second trick at O'Fallon, Ill.

We had a good deal of high water again during February. White River took a boom and tried to outdo the Wabash, but we were fortunate in having no serious trouble from either stream. Train service was discontinued on the south end for a few days on account of the high water near Mill Shoals.

Little Virginia Evelyn Coil is about the only one who can make music for daddy's step, and when she said she wanted her picture in the "picture book," Daddy Ed got busy and turned over the accompanying portrait of Miss Virginia.

This young lady already boasts an acquaintance among railroad men, and we expect to show her picture again in company with one of her boy chums, who expects to follow the rail when he grows up.

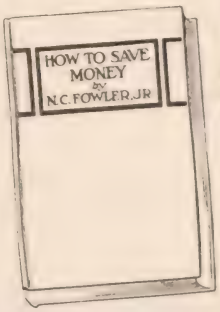


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This Book Tells HOW!



This remarkable book is simply crammed from cover to cover with priceless knowledge on the subject of **how to save money.** No idle theories—no guesswork—but facts, **actual facts.** Mr. Fowler gets right down to hardpan and gives you **interesting, true facts on the care of money—on every kind of investment; an expose of the prevalent fraudulent and get-rich-quick schemes; valuable and authentic information for all moderate money savers and small investors.** It deals with life just as **you** live it—tackles and solves the self-same problems that perhaps make saving, let alone knowing how to save, so difficult for you.

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Only a dollar mind you—surely small enough investment for a book like this that's worth many, many times that much in useful knowledge to you. Why grope in the dark, why handicap yourself in the game of life, when "How to Save Money" is ready, waiting to direct you along the right road to big success—to give you the knowledge and the confidence that knowing how to save inspires. Don't delay—send your dollar now (send money order or stamps) and we'll send you this handsomely bound 287-page book at once, postpaid. Send $1.00 now—today.

Baltimore and Ohio Employes Magazine

Camden Station **Baltimore, Md.**

Charles Clayton Judy, agent at Sumner, Ill., died at his home in that town on January 26, after an illness of about one week. His death was caused by pneumonia.

Mr. Judy was born in Plattsburg, Ohio, on July 9, 1852. When he was eight years old his parents moved to a farm north of Sumner, Ill. After finishing his elementary schooling he entered the Union Christian College of Merom, Ind., and remained there for four years, studying for the ministry. He returned to Sumner, and after spending two years in the drug business started to study telegraphy at what is now the Baltimore and Ohio station. In 1877 he became agent at Sumner and held that position until the time of his death.

Mr. Judy was a member of the Masonic order and of the Christian church, and was active in the work of both. During his forty-three years of service with our road he never missed a pay check, and his vacations during his entire service did not exceed sixty days. He was well known by all employes of the Illinois Division and greatly admired by those who worked under him.

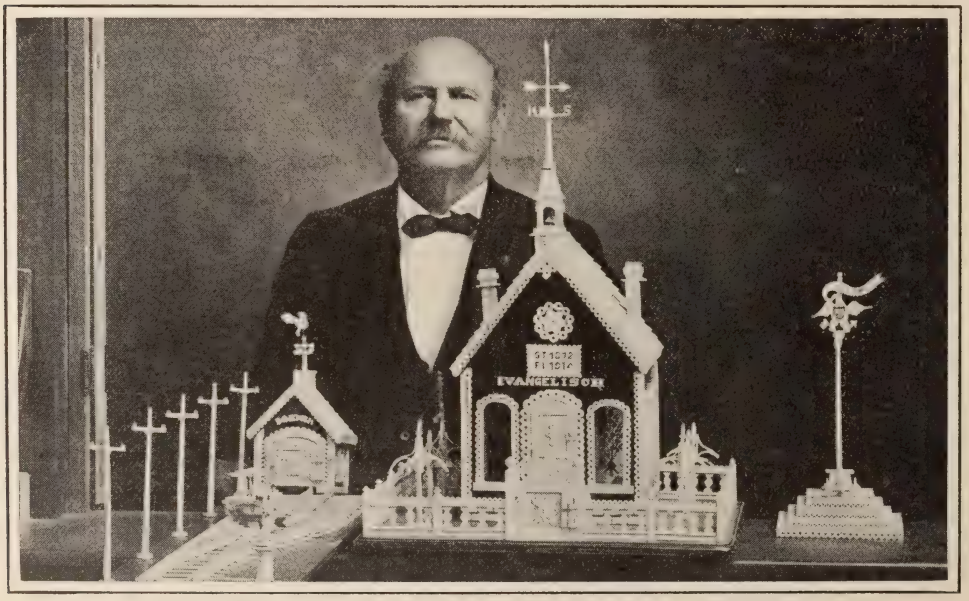
Mr. Judy leaves a devoted wife, three daughters, and one son, M. B. Judy, who is in our service as train dispatcher at Flora, Ill. The funeral took place on January 28, under the auspices of the local Masonic Lodge. The Company furnished a special train to carry the funeral party from Sumner to the beautiful little cemetery east of that place.

The following clipping, from the *Globe-Democrat*, St. Louis, Mo., 1883, was sent to our correspondent by C. L. Twiss, operator at Caseyville, Ill., who worked at Aviston, Ill., on the night in question.

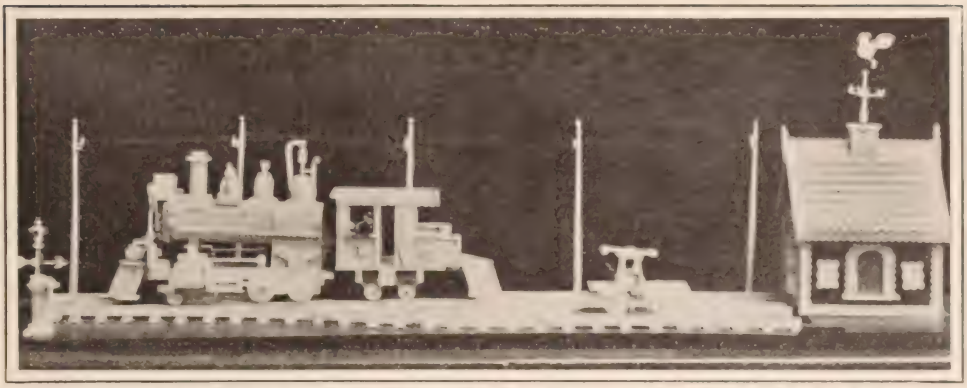
A Remarkable Scene

On the Ohio & Mississippi road, one of the most remarkable scenes in the annals of modern railroads was presented recently. More than a dozen roads are using their single track between St. Louis and Sandoval, a distance of sixty-one miles. Between the hours of 8 o'clock in the evening and midnight eighty trains passed over this stretch of track. This is at the rate of twenty trains every hour for four hours, or one train every three minutes. The first of this long and unbroken procession of railroad trains reached St. Louis about eleven o'clock and following it at intervals of one mile or more apart were sixty other trains, each on its march to this city. On the other roads which connect with the Ohio & Mississippi at Sandoval and intermediate points were twenty more trains waiting to move toward St. Louis. Had these trains been strung out in the same manner the line of trains would have been eighty miles long, with a train every mile. This is almost as close together as the Broadway cable cars run, while the rate of speed at which the trains passed a given point was more than four times as great as that of a cable car.

This remarkable procession of railroad trains, which is without parallel in railroad history, was kept moving on telegraphic orders sent to the conductors from the train dispatcher's office at Flora, Ill. The work was done by Harry Barnard and his assistant, under the supervision of Wm. McMahan, trainmaster of the Ohio & Mississippi road. The strain on these men was very severe and was especially



PENSIONER CONRAD GRASSHOFF AND SPECIMENS OF HIS REMARKABLE AND DELICATE ART IN BONE CARVING



COMPLETE MODELS OF ENGINE, HAND CAR, SWITCH, ETC., MADE WHOLLY OF BONE

so upon Mr. Barnard, who worked at his key all day Friday and returned to the office at night to resume the arduous duties thrust upon him by the unprecedented rush of trains. He remained at his key all night long, giving orders to the conductors as to how and when to move their trains, and only left when daylight dawned to relieve the horrors of the night. The slightest error in calculating the speed of the trains, or any one of them, or a mistake in receiving or sending any one of the many orders required, would have caused a collision, and one wreck under the circumstances threatened a half dozen more, so that many lives depended upon the accuracy of Mr. Barnard's judgment and transmission of messages.

The accompanying photographs of Conrad Grasshoff, pensioned section foreman of Altamont, Illinois, show a small church and a complete working model of an engine and a handcar made entirely from bone. The tiny switch throws in the same manner as a real main line switch and the engine runs on the track. There are sixteen people in the church with seats and a bible with the inscription "In God We Trust" carved over it. Mr. Grasshoff has been working on the church and engine for forty-four years. He entered the service of the Baltimore and Ohio in 1889 as track foreman and was pensioned in 1913. He has been in poor health for some time, being a sufferer from rheumatism. The church was on exhibition at the Clay County fair.

Toledo Division

Correspondent, H. W. BRANT, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. MITCHELL.....Chairman, Superintendent, Dayton, O.
R. B. MANN.....Assistant Superintendent, Cincinnati, O.
E. W. HOFFMAN.....Assistant Superintendent, Toledo, O.
M. S. KOPP.....Trainmaster, Dayton, O.
C. W. HAVENS.....Trainmaster, Lima, O.
R. B. FITZPATRICK.....Trainmaster, Cincinnati, O.
F. J. PARRISH.....Division Engineer, Dayton, O.
M. P. HOBAN.....Road Foreman of Engines, Dayton, O.
O. STEVENS.....Road Foreman of Engines, Lima, O.
H. W. BRANT.....Division Operator, Dayton, O.
W. D. JOHNSON.....Master Mechanic, Ivorydale, O.
C. M. HITCH.....General Car Inspector, Cincinnati, O.
J. R. CASAD.....Claim Agent, Dayton, O.
F. S. DECAMP.....Claim Agent, Cincinnati, O.
JOHN SULLIVAN.....Supervisor M. of W., Hamilton, O.
E. LEDGER.....Supervisor M. of W., Dayton, O.
W. O'BRIEN.....Supervisor M. of W., Rossford, O.
G. W. THOMAS.....Master Carpenter, Dayton, O.
G. W. KYDD.....Supervisor Signals, Dayton, O.
DR. F. S. THOMPSON.....Medical Examiner, Dayton, O.
DR. WM. RYAN.....Medical Examiner, Dayton, O.
E. C. SKINNER.....Agent, Cincinnati, O.
J. F. FISHER.....Agent, Toledo, O.
L. F. HOCKETT.....Agent, Dayton, O.
J. C. STIPP.....Agent, Lima, O.
E. F. MALEY.....Agent, Piqua, O.
S. O. MYGATT.....Depot Master, Cincinnati, O.
W. A. IRELAND.....Depot Master, Dayton, O.
W. H. SITES.....Road Engineer, Lima, O.
F. E. MORE.....Road Engineer, Lima, O.
H. B. SMITH.....Road Conductor, Lima, O.
W. J. SIMMONS.....Road Conductor, Lima, O.
E. RICE.....Yard Conductor, Dayton, O.
A. GRONBACH.....Yard Conductor, Hamilton, O.
R. E. MCKENNA.....Yard Conductor, Cincinnati, O.
CARL KOCH.....Shopman, Lima, O.
JOHN RILEY.....Shopman, Dayton, O.
A. BREHARDT.....Shopman, Rossford, O.
FRANK ZUREICH.....Shopman, Cincinnati, O.
JOHN RYAN.....Track Foreman, Middletown, O.
J. R. EBERS.....Track Foreman, Sydney, O.
E. L. KELLEY.....Assistant Yardmaster, Rossford, O.
WM. ROSCHE.....Shopman, Ivorydale, O.
M. J. BARRAR.....Secretary to Supt., Secretary, Dayton, O.

The automatic signals were placed in service on the double track between Hamilton and AX cabin on February 9.

The east siding at Tippecanoe City has been extended 2100 feet south, and is to be used by southbound trains; northbound trains are to use the west siding.

Division operator Brant and dispatcher Reel have completed the re-examination of employes on train rules. The men enjoyed the classes very much. Many paid visits the second and third time. A number of amusing answers to questions were received (in jest) which are worth telling.

Q. When does an order held by an extra train become void?

A. After 16 hours.

Q. What are markers?

A. Supervisors Ledger and O'Brien on the rear of No. 6.

Q. What do the letters S and F placed before the figures of a schedule indicate?
A. "Safety First."

C. L. Hook, timekeeper in the car department at Rossford, has resigned to accept a position with The Willys-Overland Co., manufacturers of automobiles, at Toledo. The good wishes of a host of friends go with Mr. Hook.

A. Braun, yard conductor, recently took a week off to visit friends at Bryan, Ohio.

E. L. Kelley, yardmaster at Rossford, has returned after a short visit to Dayton.

A. T. White, switchman, and his wife, recently spent a few days visiting relatives at Butler, Ind.

E. F. McCafferty, roundhouse foreman, has moved his family from Dayton to Toledo. "Mac" says he was growing alarmingly thin on restaurant fare, but that he is now picking up.

Wade Finley, roundhouse clerk, who has been seriously ill since last December, is reported to be better. His many friends are hoping for a speedy recovery.

E. W. Hoffman, assistant superintendent, recently visited his old home at Indianapolis.

J. F. Holzer, boiler foreman at Rossford, has returned from a visit to his home at Van Wert, Ohio.

Track improvements at Rossford are progressing nicely. When work is finished, there will be room for 140 cars on the repair tracks and 450 additional cars in the classification yards.

In order to keep trespassers off Company property, a high board fence, inclosing the roundhouse and shop at Rossford, has been constructed.

C. H. Bush, cashier's clerk at Toledo local office, has sent in a request for a pass for himself "and wife." The cigars will be appreciated very much by the boys.

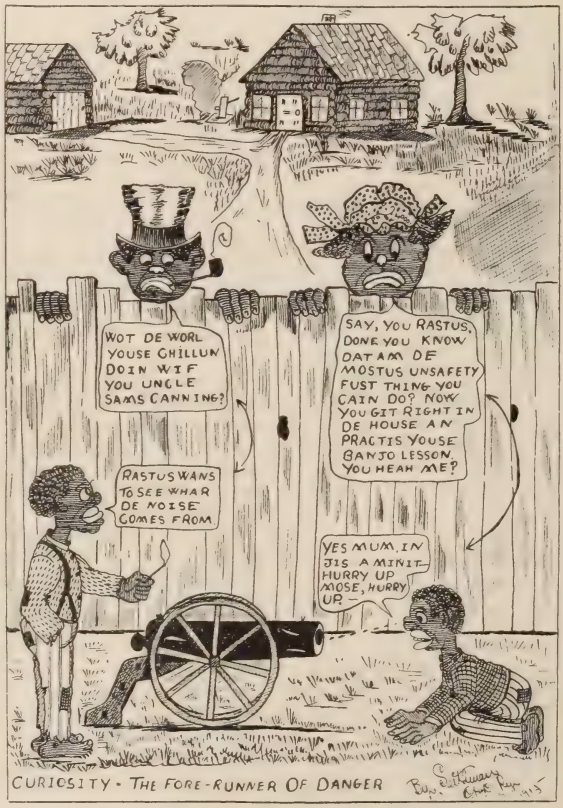
B. T. Himes, engineer in charge of the improvements at Toledo, hails from Palm Beach, Florida. He hasn't shown any signs of quailing before the chilling blasts from Maumee Bay, but he admits that he notices that some of the days up here are a trifle cool.

Henry V. Hoffman, former chief dispatcher, died at his home in Dayton, on January 31. Apoplexy was the cause of death. Mr. Hoffman was first stricken in December, 1913, while at his desk, but after several months rest was able to resume duty as Book of Rules examiner and continued in the service until December 21, when he suffered another stroke, which resulted in his death. The funeral services were held on the evening of February 2, from the family residence. Reverend Burkhardt, pastor of the Central Church of Christ, officiated.

Interment was in Crown Hill cemetery, Indianapolis, Ind., on February 3. The Knights of Pythias were in charge of the funeral.

Mr. Hoffman was born in Indianapolis, Ind., on June 25, 1860. He attended grade school in that city and in April, 1864, when less than five years of age, he had the misfortune to lose his left leg in an accident.

In July, 1873, he entered the office of master mechanic Edward Moore, of the Indianapolis Division, studying telegraphy and acting as office boy to T. B. Lynn, who was at that time operator, clerk and storekeeper to the master mechanic, continuing there for a little more than two years.



From November, 1875, until June, 1876, he was operator at Arlington, Ind., which was then called Burlington. On account of slack business that office was closed and he then worked extra at various points. From October, 1876, until June, 1880, he was operator and agent at Morristown and New Palestine, Ind. From June, 1880, until October, 1881, he was operator, storekeeper and clerk to the master mechanic at Indianapolis.

When the C. H. & D. and the "BEE" Line were consolidated under the name of "The Ohio Railway Co.," the shop was transferred to Brightwood. Mr. Hoff-



THE STRANGEST WOMAN IN ALL HISTORY

HAVE you read about CATHERINE THE GREAT of Russia — the auburn-haired queen—the queen of romance? Was she the great queen—ardent lover—faithless wife—rumor has told? Was she twenty women in one—more beautiful than Helen of Troy—more brilliant than Cleopatra—more ruthless than Catherine de Medici—greater than Queen Elizabeth of England—this woman who came from a modest German duchy to rule over a wild Russian court and a wilder Russian land? What is the truth? The story of her life and every other character in history is to be found in the world-famous publication

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HENRY V. HOFFMAN

man was transferred to the local freight office at Indianapolis as operator. He remained there until February, 1882, when he was transferred to the office of the superintendent of the "BEE" Line and I. & St. L. R'y as the C. H. & D. representative. He was employed there until June 1, 1882, when the courts dissolved the consolidation. He was then again transferred to the local freight office at Indianapolis as operator and bill clerk, and remained in that position until September, 1886. In the meantime he was also acting as extra train dispatcher.

On September 1, 1886, he was made regular train dispatcher and on December 1, 1888, promoted to chief train dispatcher of the Indianapolis Division.

In October, 1896, he was transferred to Cincinnati as chief train dispatcher of the divisions between Cincinnati and Dayton and between Hamilton and Indianapolis, and on May 1, 1902, was transferred to Dayton as chief dispatcher of the division between Cincinnati and Lima. On June 1, 1910, his territory was extended to include the division between Lima and Toledo. He remained in this capacity until the time of his illness in 1913. After several months rest he returned to duty and assumed the duties of Rule Examiner and other special work, which he carried on until the time of his death.

Mr. Hoffman was married on October 11, 1888, to Miss Nancy C. Rupkey of New Palestine, Ind. They became the parents of two children, the Misses Clara C. and Sybella S. Hoffman. The mother died in 1895 and on May 5, 1897, Mr. Hoffman was married to Miss Ida Graham, of Cincinnati, O.

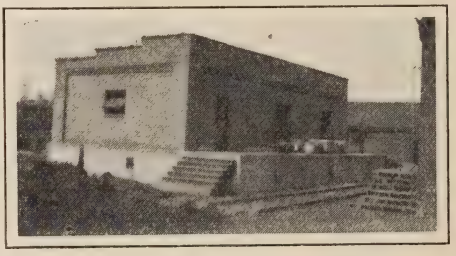
The gathering of the many employes to pay their last respects and the wonderful floral offerings contributed, expressed the appreciation of the services of a faithful and trusted fellow-worker.

Have you heard about yardmaster Edward Kelly's Christmas turkey? Here is the story: The day before Christmas an express wagon unloaded a large box tagged to Kelly at the Rossford yard office. A canvas was tacked over the top, and protruding from one end was the head of a fine gobbler. The feet stuck out at the other end. Attached to the canvas was a card giving the name of the person who sent the gift. Kelly telephoned home that he had received a turkey and to cancel the order which had been placed with the butcher. Later in the day Kelly decided to examine his prize. When he tore the canvas off the war whoop he let out could be heard all over the yard. The box contained rubbish, with only the head and feet of a turkey, fastened in place in such manner that they stuck out from under the covering! Swallowing his chagrin, Kelly put the covering back in place and left the office. An engineer



CHIEF CAR INSPECTOR V. G. ADLER AND HIS FORCE, LEIPSIC JUNCTION, OHIO

from Lima happened in at that time, and seeing no one about dived for the box. He put it on the engine and on arrival at Lima opened it, only to find that he had been beautifully fooled. It is reported that a fireman stole the box from the engineer, and now is being chaffed by the boys who were let in on the joke.



NEW OIL HOUSE, LIMA, OHIO

The new oil house shown on this page was made ready for use October 25, 1915. It is up-to-date in every particular, being entirely

fireproof, with oil containers in the cellar and the oil being drawn by the use of new style measuring pumps.

Wellston Division

Correspondent, J. M. ROWLAND, *Timekeeper*
Dayton, Ohio

Divisional Safety Committee

A. A. IAMS.....Chairman, Superintendent
R. W. BROWN.....Trainmaster
H. G. SNYDER.....Division Engineer
C. GREISHEIMER.....Supervisor
S. J. PINKERTON.....Supervisor
S. M. BAKER.....Supervisor
R. O'NEIL.....Division Foreman
F. M. DRAKE.....Relief Agent
P. M. PARNELL.....Conductor
GEORGE WAGNER.....Engineer
J. J. FITZMARTIN.....Division Operator
T. GORDY.....Yardmaster
ED. CHILDS.....Stationary Engineer

The following changes in agencies were made on this division during the month: F. Gulker, former student at Glandorf, was made agent at Octa, vice M. Worth, transferred to Baldwin, vice E. T. Geyer, transferred to East Mandale, vice W. E. Dray, transferred to Covington, vice C. L. Culberson, who is on leave of absence for a few days.

C. S. Kelley, former agent at Baldwin, has been granted leave of absence to enable him to be at the bedside of his father, who is ill at his home, Washington Court House.

W. O. Boeckman, agent at Gallia, has been relieved by L. Stagle, for a few days of recreation.

Maurice Rosen, stenographer and clerk in superintendent's office for the last two years, has resigned to accept a similar position in the traffic department of the National Cash Register Co. J. F. Keller is filling his position.

The accompanying picture is of J. M. Rowland, correspondent and chief timekeeper, Delphos Division, Dayton, O. Known practically over the entire division as "Jap," he was born along the line of Cincinnati, Hamilton and Dayton Railway, near Wellston, O., November, 1890. His education was acquired in the country district schools; after leaving school, being located in famous Jackson county coal field, his attention was directed to mining, which work he followed until April, 1907. Realizing that there was not a very bright future in this line of work for him, he decided to seek a new field of employment and thinking that Columbus, O., offered better opportunities, he went there and found employment with the Norfolk & Western as car carder in the yards, working at this position from April, 1907, until October, 1907. At this time he accepted a position with this Company as switch tender at Meadow Run yards, Wellston, O. The main requirement of this position was to be fleet of foot, for there was considerable hot-footing to do, as the mines at this time were loading between five and six hundred cars of coal per day. Later he was transferred to the local freight office and worked there as clerk until June, 1910, when he was made yard clerk, holding this position until August, 1912. He then went to the superintendent's office to handle a newly created position as tonnage clerk and later was promoted to timekeeper, where his versatility and ability were so apparent that in July, 1913, he was made chief timekeeper.

"Jap's" patience and unfailing courtesy toward those having business with his department have brought him a popularity that he should be justly proud of.



J. M. ROWLAND

On February 7, Mike Butler, passenger brakeman, while putting markers on No. 202 at Union Station, met with a painful accident. In some manner his foot slipped and he fell backwards to station platform. He was jarred considerably, but no bones were broken.

H. C. Bullion is all smiles. It's a girl, who arrived January 24, making the fifth member of his family circle. Latest reports say that mother and daughter are getting along nicely.

L. E. Weed, third trick dispatcher, has been confined to his bed for a few days with an attack of rheumatism. Relief agent F. M. Drake is handling the third trick during his absence.

Henry Lineman, section laborer on Section No. 10, while returning from one of his regular visits to Minster, Ohio, recently, was caught in a thunderstorm and claimed that his buggy whip was struck, but he escaped serious injury after a very close call. How about it, Pat? What is the attraction that made you venture out on such a night?

Passenger brakeman Sam Boreland is, as everyone knows, very accommodating. Recently, when nearing Milledgeville, two passengers asked him to lend them a pencil. Sam willingly complied with their request, and when they asked for something to write on, handed over his pocket book, containing money and some valuable papers. While attending to his duties on the platform at Milledgeville he noticed two men running across the fields, but thought nothing of the circumstance until, upon re-entering the car, he discovered that the passengers to whom he had loaned the pencil and pocket book were missing. Sam says that in the future he will think "Safety First" before he lends anyone his pocket book to use for a writing desk.

J. J. Klosterman, agent at Montezuma, has recovered from a severe attack of grippe.

The coal business is holding up exceptionally well around Wellston. All mines are running practically every day, and the month of January shows an increase of twenty per cent. in output as compared with the same month last year.

Authority has been granted and work started on the construction of a new concrete foundation for the water tank at Jamestown.

Work of relaying 70 lb. rail with 85 lb. rail through automatic signal territory at East Dayton, is being rushed to completion.

Twelve new No. 38 F. M. motor cars have just been received and put in service on the Delphos Division, reducing the number of sections between Dayton and East Mandale from eighteen to twelve, at a saving of $3,672 per year.

The Manufacturers' Production Company is constructing a building 60 x 350 feet just east of the coal dock at East Dayton. This plant is located solely on our line and will require a 150-foot switch to handle its business. They expect to be doing business not later than March 1, and have contracts at present for 3,000 tons of material, which will originate in the Pittsburgh territory. There will also be an outbound movement of 2,000 tons, consigned to eastern territory, all of which will be routed over our line.

We extend our sympathy to C. E. DeBra and family in the recent death of the father, Dr. J. F. DeBra, age seventy-eight years. Dr. DeBra died on February 14, after a lingering illness.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN.....Chairman
A. W. WHITE.....Supervisor M. of W. Department
D. W. BLANKENSHIP.....Section Foreman
S. H. JOHNSON.....Engineer
E. E. CASSIDY.....Fireman
J. M. MOORE.....Conductor

New Spirit in American Life

THERE is a new spirit in the universities, a healthier and sounder public opinion than existed at the end of the nineteenth century; a new interest in and knowledge of government and enthusiasm for democracy, with a desire to share its tasks and responsibilities. The response to the call of the training-camps at Plattsburg and elsewhere is an encouraging indication of it.

Peculiarly significant, however, is the birth of this new spirit among employers of labor—an indication that *emulation* may replace competition. There is no need to be cynical on this score, to insist that the men who control great corporations and combinations of capital have been frightened out of many practices in which they hitherto have indulged. There can be no question that the public attitude toward these practices has changed, and it would be stupid and un-American to maintain that this opinion has not permeated the element that employs labor, and made them more American also. This emulative spirit, this indication of the dawning of *enlightened* self-interest, this willingness to put a shoulder to the wheel, is at present more marked among employers in the large corporations. But it will spread, and is spreading. Even as we have to-day in the medical profession an association, an emulative body of medical opinion purifying that profession of quackery and fraud and strictly commercial practice, even as we have among the lawyers bar associations, so we shall have among business men and employers a growing element that sets its face against practices hitherto indulged in, making these practices more and more difficult of accomplishment by the remnant. When employers of their own initiative take steps to insure the safety and health of their employes, and at their own risk make experiments that tend toward the ultimate establishment of industrial democracy, toward giving the workingman a share and interest in the industry, labor must respond. Little by little individual animosities are broken down and class animosity is weakened. It makes no difference if these experiments with a view to industrial democracy do not meet the demands of extremists; it makes no difference whether motives are mixed if the good be predominant. If the spirit is there, we may trust to its working. Our watchwords must be patience and faith, faith that our great problem of industrial democracy will one day be solved by the same principle of equality of opportunity, by the same trust in man that solved for us the problem of political democracy.

A nation saturated with the conviction that all should have an equal chance, imbued with this volunteer, emulative spirit instilled by education and growing out of experience, cannot ultimately go wrong. Let us, therefore, make our individual contributions, and be assured that it is better to give than to receive.—*Harper's Magazine.*

Baltimore & Ohio Employes Magazine



The brook swirls on, unleashed by warming sun from winter's thrall;
The amorous thrush in budding bushes chants his madrigal;
The trout but little recks if angler ventures far or near-
For this is Spring - Life, Youth, reviving Nature - GOD is here!

April 1916

Is the Limited on Time Today?

As she steams into the station, put this question to fifty persons waiting there. To a railroad man, the answers are amusing because the ordinary watch, usually purchased on price, is no guide to true and accurate time. It never receives systematic inspection and only casual regulation brought on by necessity.

Now ask the man in the cab or the conductor who carries the

BALL
Twentieth Century Model
WATCH

He will tell you time to the second. His Ball watch is the standard by which traffic on his line moves — second by second — month by month — year by year. His watch ticks in unison with hundreds of watches owned by the other boys who are also "generals of transportation."

Only certain watches — built by test — will "toe the mark" for each watch must answer severe requirements. The Ball Twentieth Century model, is created a bit better than requirements demand. This is just *one* of the good reasons why the new watch buyer will ask to see the Ball.

If your dealer cannot show you the *Ball Watch*, send his name and address, and we will arrange for you to see one.

Webb C. Ball Watch Company
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Ball Bldg., Cleveland Flood Bldg., San Francisco
Confederation Life Bldg., Winnipeg (7)





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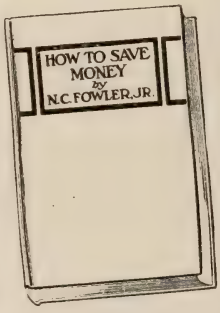
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BALTIMORE AND OHIO EMPLOYES MAGAZINE

Volume 3 BALTIMORE, APRIL, 1916 Number 12

CONTENTS

It Can Be Done ..... Paul Steele 6
Easter—The Festival of Returning Life 7
The Miracle—A Poem ..... Louis M. Grice 9
Challenge Cup for System Baseball Championship 10
Team Work by the Operating and Traffic Departments ..... O. P. McCarty 11
Historic Berkeley Springs ..... W. L. Stephens 15
Magazines in Stations for Information of Patrons 18
The Modern Apprentice ..... Henry Gardner 19
Eminent Soloists for the Baltimore and Ohio Glee Club Concert 24
"Happy John" Hall 26
"You Saved My Life" 28
Car Shortage—Its Cause, Effect and a Remedy ..... R. B. Mann 29
Baltimore Employes Organize a Class for Study of Transportation and Traffic Problems 31
The Condition of an Agent's Tariff File is a Safe Index to the General Character of His Work 33
Ticket Salesmanship 36
Remarkable Career of the Late Henry Gassaway Davis 37
Brakeman—Builder—Benefactor—A Tribute to Mr. Davis ..... James T. Doyle 45
Rebuilding a Maryland Farm ..... O. M. Kile 48
Baltimore and Ohio Men First to Transact Railroad Business by Telephone Across Continent 50
Mr. Scoville Urges Renewed Interest and Effort in Safety Work 51
Alcohol vs. Efficiency ..... Dr. E. M. Parlett 53
Editorial 56
Baltimore and Ohio Lines Selected by Government for First Showing of its Complete Safety Exhibition 58
Spring Fashions 59
Home Dressmaker's Corner 62
The Needleworker's Corner 64
The Observer 65
Mt. Clare Employes Have Big Night at "Billy" Sunday Tabernacle 67
Wet Your Coal a Trifle to Get the Best Results 70
Attractive Covers Contributed to Magazine by L. S. Cunningham ..... W. L. Stephens 71
Agents! Big Savings in Properly Returning Empty Cement Sacks ..... A Traffic Manager 72
Exhausts 73
Special Merit 75
Among Ourselves 83

¶ **Published monthly at Baltimore, Maryland, by the employes of the Baltimore and Ohio Railroad to promote community of interest and greater efficiency. Contributions are welcomed from all employes. Manuscripts and photographs will be returned upon request. Please write on one side of sheet only**

Employes—Attention

Savings and House Purchasing Feature

THROUGH the savings of employes and members of their families, also beneficiaries of deceased employes, the deposits in the Savings Feature of the Relief Department now amount to nearly Nine Million Dollars. As explained in previous articles, the greater part of this amount has been loaned to employes to assist them in obtaining homes. However, there still remains a large sum which we are anxious to loan to those employes who have not yet availed themselves of the privilege of this feature. Every loan made increases the earnings of the money deposited, so that besides benefiting yourself by borrowing on terms which are more liberal than can be obtained elsewhere, you are benefiting your fellow employes, and others entitled to deposit, by making it possible for us to continue a dividend which has been allowed each year in addition to the guaranteed interest of four per cent.

A few of the reasons why an employe of the Railroad Company can borrow money from us on terms which he cannot get elsewhere, are:

Interest is calculated on the actual balance due after each payment. Many associations and loaning companies require a borrower to take shares, and interest is calculated on the full amount of a share until that share has been fully paid up.

In times of sickness and slack business, or when, through no fault of his own, the borrower cannot earn enough to pay us and his living expenses, we, having access to the records of employes' earnings, know why he is not making time, and do not press him until he is again able to pay.

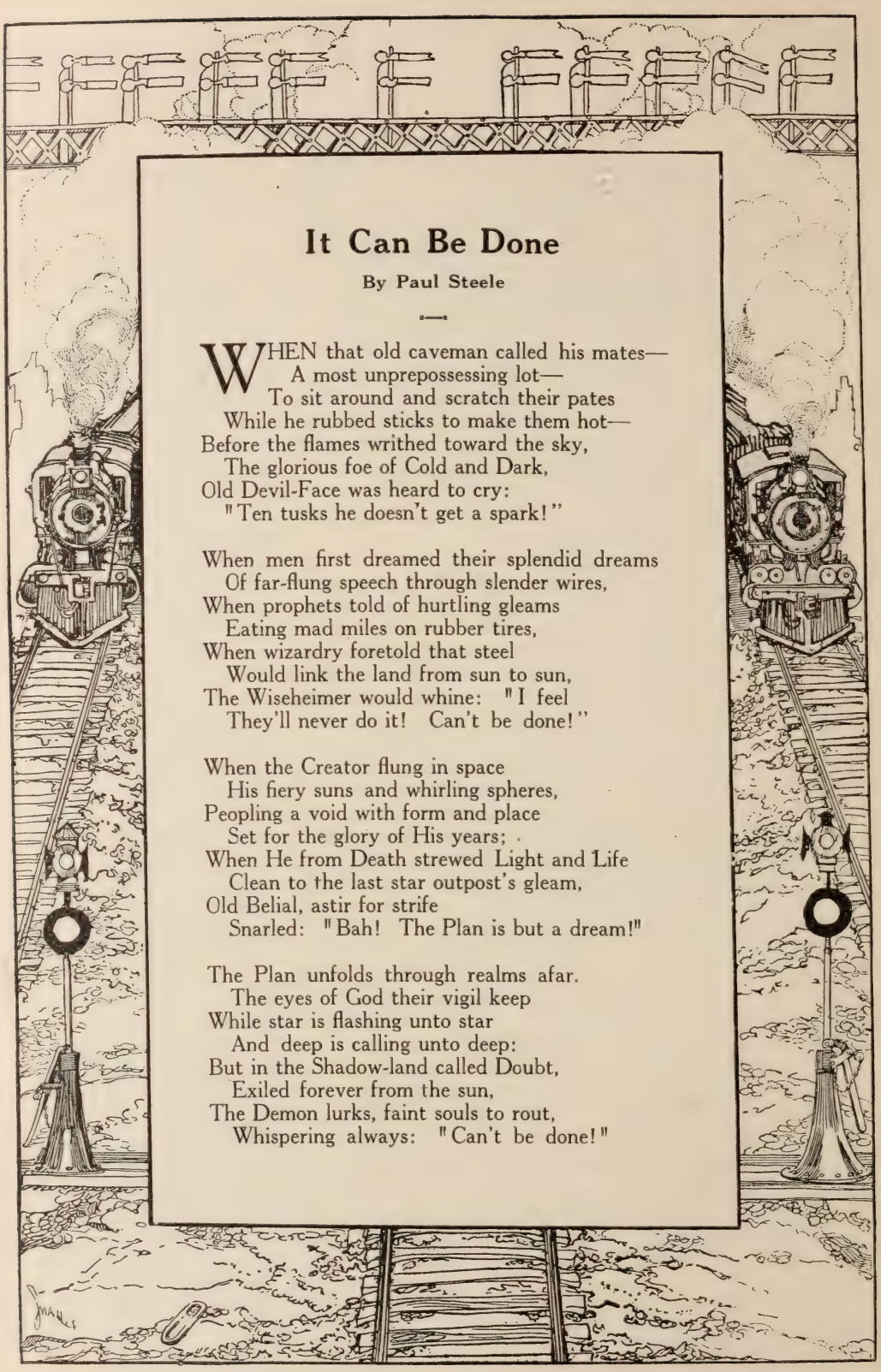
The amount due on a loan is covered by life insurance (excepting in those cases where a borrower is over fifty years of age at the time the loan is made), so that in the event of death, there is a fund out of which the debt is paid. Consequently, the widow and family are relieved of what would have been an embarrassing debt.

By adding a small amount to the usual monthly outlay for rent, it is possible for every employe of the Company to own his home. Why not make up your mind now to join that great body of "home owners," who are recognized everywhere as more desirable workmen than the renters with no permanent ties? It will cost you nothing to get the details, so write for them at once.

The department owns properties at the following points, which may be purchased on very easy terms:

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For information regarding this department, write direct to S. R. Barr, Superintendent Relief Department (Department "S"), or apply to the Superintendents, Medical Examiners or Building Inspectors, located at different points along the line, or inquire of your immediate official, who will get the information for you.



It Can Be Done

By Paul Steele

WHEN that old caveman called his mates—
A most unprepossessing lot—
To sit around and scratch their pates
While he rubbed sticks to make them hot—
Before the flames writhed toward the sky,
The glorious foe of Cold and Dark,
Old Devil-Face was heard to cry:
"Ten tusks he doesn't get a spark!"

When men first dreamed their splendid dreams
Of far-flung speech through slender wires,
When prophets told of hurtling gleams
Eating mad miles on rubber tires,
When wizardry foretold that steel
Would link the land from sun to sun,
The Wiseheimer would whine: "I feel
They'll never do it! Can't be done!"

When the Creator flung in space
His fiery suns and whirling spheres,
Peopling a void with form and place
Set for the glory of His years;
When He from Death strewed Light and Life
Clean to the last star outpost's gleam,
Old Belial, astir for strife
Snarled: "Bah! The Plan is but a dream!"

The Plan unfolds through realms afar.
The eyes of God their vigil keep
While star is flashing unto star
And deep is calling unto deep:
But in the Shadow-land called Doubt,
Exiled forever from the sun,
The Demon lurks, faint souls to rout,
Whispering always: "Can't be done!"

—Courtesy Railroad Man's Magazine

Easter—The Festival of Returning Life

Its Origin, History and Instinctive Expression in Nature and Man



"And he who flagged not in the earthly strife
From strength to strength advancing—only he,
His soul well knit and all his battles won,
Mounts and that hardly to eternal life."

FROM the very dawn of creation the one dominant question in the life of practically every thinking person has been that of the immortality of the soul. Race, creed, degree of civilization, location in time and place, exact form of belief—all these have varied as have the personalities of the millions of humans who have come and gone before us. But the fact remains that there seems to have been born in every being an instinctive desire for life after death, which has taken shape in thousands of religions, dogmas, creeds, superstitions, philosophies, and beliefs.

So we find for instance that the Greeks had a most human and comprehensive theology—a *myth*ology we call it now, which had nevertheless for its basis an ingenious and attractive conception of what life after death was to be. It was an idealization of the beautiful and heroic as they saw it on earth, and it developed some great philosophers and teachers and theologians. Long before history begins to record the development of Greek mythology, however, the Babylonians and other races mentioned in the Bible, conceived a theology which had its inception in man's belief that there is life after death.

Socrates and Plato for the Greeks enunciated frequently in their writings their belief in the immortality of the soul. So did many of the Roman philosophers, whose mythology was simply an elaboration or refinement of that of the Greeks. One of the most illustrious of the Romans of history, Cato, is the hero of a tragedy of that name by the great English writer and critic of the eighteenth century, Joseph Addison. And from what we know of Cato, it is historically correct to say that his belief in the immortality of the soul transcended the polytheistic belief of most of his countrymen. He thought of the hereafter more as a perfected condition of mind than as a transformed earthly paradise. And, in the final scene of the play which bears his name, when he poises his sword to end his earthly existence, he says:

It must be so—Plato, thou reason'st well—
Else whence this pleasing hope, this fond desire,
This longing after immortality?
Or whence this secret dread, and inward horror,
Of falling into naught? Why shrinks the soul
Back on herself, and startles at destruction?
'Tis the divinity that stirs within us;
'Tis Heav'n itself that points out an hereafter,
And intimates eternity to man.
Eternity! thou pleasing, dreadful thought!
Through what variety of untry'd being,
Through what new scenes and changes must we pass?
The wide, the unbounded, prospect lies before me;
But shadows, clouds, and darkness, rest upon it.

Here will I hold. If there's a Power above us
(And that there is, all nature cries aloud
Through all her works) he must delight in
virtue;
And that which he delights in, must be happy.
But when, or where?—this world was made for
Caesar:
I'm weary of conjectures—this must end them.
[*laying his hand on his sword*]
Thus am I doubly arm'd: my death and life,
My bane and antidote are both before me.
This in a moment brings me to an end:
But this informs me I shall never die.
The soul, secur'd in her existence, smiles
At the drawn dagger, and defies its point.
The stars shall fade away, the sun himself
Grow dim with age, and nature sink in years,
But thou shalt flourish in immortal youth,
Unhurt amidst the war of elements,
The wreck of matter, and the crush of worlds.

Such a belief, coming from one whom we are wont to look back on and call a pagan, is, in reality, a profound and convincing proof of this instinctive longing for immortality in every one of us. And it would seem appropriate at this time of the year, when Easter, symbolical of our belief in immortality, is approaching, to give a bit of the history of the growth of our custom of celebrating this joyous holiday.

There is an interesting difference between the origin of Easter as viewed by Christians of Teutonic and Christians of Latinic extraction. To the Roman Catholic inhabitants of Italy, Spain and France, the festival is a direct outgrowth of the Hebrew Passover and its name in Italy and Spain is Pasque. After the introduction of Christianity among the Germans in the early part of the Christian era, being a people largely given to the celebration of the births of their Pagan Gods and Goddesses, they instituted the anniversary of the resurrection of Christ in place of their former festival in honor of their Goddess Ostara or Eastre. She was supposed to represent the coming of the Spring sun and the German farmers celebrated the first warm Spring day as a special blessing from their patron saint.

So it was perfectly natural to adopt this feast day as the anniversary of the resurrection of Christ, and the Teutonic peoples thus embodied in their Easter the most joyous and momentous institution of their old pagan civilization. For as the birthday of Eastre had formerly meant to them the passing of an unfruitful winter and the rekindling of their hopes at the appearance of the smiling Spring sun, a more important significance was attached to the day in the passing of Holy Week and the renewed inspiration of the memory of the resurrection of Christ.

Much as the Holy Fathers and early missionaries of Rome tried to root out the pagan embellishments of Easter, the Germans clung with tenacity to their pagan ornaments in honor of the Spring Goddess, and besides its spiritual significance, they made it a literal feast day, brought garlands to their altars, and ate and drank heartily. These flowers and palms are relics of the old worship of Thor and Woden, as much as are the evergreens and holly of the Christmas tide.

There is no greater stain on the early history of our religion than the merciless persecution of the unfortunate and blameless Jew by the well meaning but mislead Christian. The ceaseless strife between the two finds its echo in the present way of fixing the date of Easter Sunday. Fortunately the Jewish feast of the Passover adopted by the Latin races as their Easter, coincided with the Spring festival set apart by the Teutons for Easter. But the early church fathers, unwilling to have an Easter day tainted by the remembrance of a rite of the despised Jew, arbitrarily fixed the date of Easter on the first Sunday following the fourteenth day of the moon which is in the heavens on March 21, so that the date of the festival varies by over a month.

During the Middle Ages, when the Catholic church had become the incarnation of temporal power instead of the true representative of Christ and his teachings, Easter with other holy days became a riotous festival among the clergy and laity alike. Then it was that the practice of celebrating the day by the use of eggs, symbolical of the germs of life, began. At first the eggs were colored red to represent the blood of Christ, but the hues were soon multiplied and baskets of many colored eggs were sent as presents from one friend to

another. In France for many years the largest eggs of the realm were collected by the peasants and sent as a tribute of respect to the king. It was a common custom at an Easter service for the parishoners to toast the priest by rising with an egg in their hands and saluting his egg with theirs.

In our own country the universal celebration of Easter as we see it today is a more or less recent custom. The Catholics in Maryland and the Anglicans in Virginia have always specially observed the day. But it smacked of insincerity and worldliness to our ascetic Puritan forefathers and was not universally observed in the north as a church festival until after the Civil War. During those strenuous and uncertain days, the Presbyterians adopted the external symbols of the day and since then practically all denominations have observed the anniversary of Christ's resurrection with palms and flowers and singing.

The most elaborate ceremony in connection with Easter is given in the Greek Christian Church in Russia and a brief description of a service held in a Russian Cathedral a few years ago, as given by a modern writer, affords an interesting basis for comparison with our own:

"The service commenced in the dull gloom, for with the exception of a few lights on the altar, the church was unlit. But this gloom tended to heighten the effect of the group of richly robed and mitred priests that thronged the steps, chanting in monotone with the choir of unaccompanied boys' and men's voices, the music of the service. In contrast to the group about the altar steps was the dark, heaving crowd, half hidden in the filmy clouds of the incense and the dusk of the building. At length, as midnight approached, the priests and choir filed down the church and left the building by the main entrance. Then, as a rocket without gave the sign of midnight, the door opened and priests and choir hurried in, chanting in triumphant strain 'Christ is Risen!' Each bore in his hand a lighted taper from which the nearer members of the crowd lit their own, passing the flame from candle to candle, for everyone in the building bore a taper. It took but a minute to change the entire scene, and as the priests made their way to the altar swinging their censors as they went, the gloom of the church disappeared and the building was illuminated by thousands of candles. The seething mass of humanity took form and shape and where one recognized before only dark figures in an incense laden twilight, one recognized now the brilliantly uniformed officers of the government, with their gaily dressed wives and daughters and choir boys, all joyously singing the triumphant strain."

The Miracle

By Louis M. Grice

On hill and vale the sun its glory sheds,
And broken now is Winter's icy thrall;
Alluring breezes, crooning, softly call
The sleeping violets from mossy beds.
Reviving Nature gorgeous color spreads
Through forest aisles: and high in Sylva's hall,
The fragrant blooms in snowy festoons fall—
As magic Spring the earth to Flora weds.

Released from icy chains, awakened streams
Translucent waters down the ledges fling,
In swirling waves with rippling music rife;
Yet rises over all diviner themes,
For wooing birds their songs triumphant sing,
Proclaiming thus the miracle of Life!

—*The Baltimore American.*



Challenge Cup for System Baseball Championship

OUR third vice-president, A. W. Thompson, has generously offered to donate a handsome silver cup emblematic of the System baseball championship, to be held for a year by and to be suitably inscribed with the name of the winning team, and to become the permanent possession of the team first winning it three times.

This ought to stimulate a good deal of interest in the proposed System baseball league and make the competition unusually interesting. No definite plan has been worked out for the organization of the league, but generally speaking, it is felt that teams on divisions should play for the division championships, the division champions to play for the district championship, and the System championship to be fought out between the district champions. At places like Baltimore, Chicago and Cincinnati, with large numbers of employes separate from the divisional forces, a competition similar to that held on the divisions could be held, the winning teams to enter into the competition for the district championship.

It is our opinion that division champion teams shall maintain the exact personnel of members as waged the division fight and that such teams, when entered in the district championship, shall *not* be recruited from the best players on all the teams which contended for the division championship. It would be an extremely delicate and difficult job to pick out the best men.

Every man competing must be a *bona fide* employe of the Baltimore and Ohio, or its subsidiary or affiliated companies. We hope that our Cincinnati, Hamilton and Dayton friends will get into the game with their accustomed good spirit. Any team playing a man not a *bona fide* employe will be debarred from further competition for the cup.

It is probable that "big" league grounds in Baltimore, Chicago or some other one of the large cities on the System will be secured for the final game and the day made a notable one in Baltimore and Ohio history.

Any suggestions for perfecting the organization will be appreciated. Please send them to

A. W. GRAHAME, Associate Editor
Room 300, Camden Station
Baltimore

Team Work By the Operating and Traffic Departments

Address of O. P. McCarty, Passenger Traffic Manager, at Deer Park Operating Meeting

Mr. Chairman and Gentlemen:

In discussing the subject that has been assigned me, the more essential features of passenger traffic, with particular mention of what the operating officers can do in that direction, let me say that the most important job we have is to get passengers. How can that be best done on the Baltimore and Ohio? It was a hard problem a few years ago, when our road, as a passenger line, was made the butt of vaudeville and burlesque jokers the country over. But now, with the improvements that have been made in roadway and equipment, the Baltimore and Ohio as a "by-word" is never heard. We have taken our place among the first class passenger carrying lines.

We have had a greater percentage of passenger trains on time than any road, I believe, in C. P. A. or Trunk Line territory. It is a great thing to run your trains so uniformly on time that the people along the line can set their watches by them. We are reaching that ideal on the Baltimore and Ohio.

It is the duty of the passenger department to secure traffic for its passenger trains through the medium of an active soliciting force, or field staff, and through its advertising department. We believe we have a capable field staff made up of men who are courteous and who understand the railroad and its advantages.

The story of the Baltimore and Ohio is an interesting one, not only to us who are on its staff, but to the public generally, and a trip over our line is a panorama of scenic beauty which appeals to the traveler.

Our line has upon it many points of historic interest, dating back to the French and Indian War and Revolutionary times. It traverses the old trails of the Indians, the route to Pittsburgh surveyed by George Washington, and later traveled by him in his memorable campaign with Braddock. Then again, on our road is Harper's Ferry, the scene of John Brown's raid, as well as many other places famous in the annals of the Civil War. Washington, the capital of the nation, is also a drawing card, and the stop-over privilege an attraction which is kept constantly before the public.

"Safety First" is the slogan of the operating department. "Our patrons are our guests" is the watchword of the passenger department. If every employe who comes in contact with the traveling public, in whatever department he may be, will bear this in mind, it will go a long way toward popularizing the road and making a friend of every passenger, who will in turn become a solicitor for the road and create new business.

The treatment accorded the passenger, from the time he steps into the city ticket office, or to the ticket window at the station, until he leaves the train at destination, is a most essential feature, in my opinion, in the handling of passenger traffic.

A few pleasant words, some place of interest pointed out from the train, any little attention by an employe—all these things are appreciated and will be reflected in future traffic; but, if a spirit of indifference is manifested, or a surly

manner shown toward a passenger, the entire service is gauged by it and the traffic suffers in consequence.

The passenger revenues of the Baltimore and Ohio for the fiscal year ending June, 1914, were the largest in the history of the road, but the current fiscal year will not make as good a showing, on account of the general depression, the European war and the loss in immigrant traffic.

It might not be amiss for me to say a word as to what the passenger department has done with reference to advancing passenger fares. We succeeded last winter, by cooperation, in advancing, first, our mileage rate from two to two and a quarter cents a mile; next, through fares inter-territorial were advanced, wherever it could be done, to substantially two and one-half cents per mile, in many cases from a considerably lower rate. We have advanced our party fares to two and a quarter cents. We have made some advances in our commuter fares, some of them after hearings before the Interstate Commerce Commission, and State Public Service Commissions.

Our commuter business has suffered on account of the general depression in industrial conditions in our large commercial centers, especially the manufacturing centers. The construction of electric lines has also taken a part of it, and the electric competition is something that we cannot altogether meet. We can and do meet their rates on the every day traveler, or regular commuter, but it would be impossible to do that on the single trip or round trip. The frequency of service of the interurban lines and latterly of the "jitney," we cannot meet, but we expect to hold a good share of our patrons by giving them good and regular service and a comfortable ride.

The Baltimore and Ohio is classed as a differential line, but our service and through passenger traffic have improved until we now have two trains, Nos. 5 and 8, upon which an excess fare is charged, and those trains are well patronized.

Number 5 has been a standard train, as to the fare charged, for some time. Eastbound, we have No. 8, charging an excess fare of one dollar, and since the time was shortened to twenty-one hours from Chicago to Washington and general improvements made, that train is increasing its business, and growing in popularity.

The dining car is an important factor in an up-to-date passenger service, and that part of the service of the Baltimore and Ohio is equal to that of any other line, and is frequently commended by our patrons. I speak of this from my own knowledge, because in my frequent travels from place to place I patronize the dining cars of other railroads, and have not found a service anywhere, even on the crack trains of competing lines, superior to ours. I believe that the table d'hote dinner on the Royal Limited of the Baltimore and Ohio is the best meal served on any dining car in the country.

Advertising is one of the most important branches of the work of the passenger department. I want to give you a few figures. $100,000,000 has been spent in improvements since 1910. We have only averaged about $180,000 per annum in advertising. Some 30 per cent. of that was spent on timetables and general information, on folders, and in connection with our schedules. During the last fiscal year we have saved out of that $180,000, as our part of the reduction in expenses, about $67,000. That left us a very small margin with which to exploit the improvements which have been made, and which should be presented to the public. We believe that money can be judiciously spent to bring not only passenger but freight traffic to the road if the world at large—especially the United States, which is our world—is posted in regard to what the Baltimore and Ohio is today, compared with what it was twenty years ago.

The executive in charge of the passenger department has given us authority to increase our advertising, and commencing with the new fiscal year we expect to start an active campaign. In fact, Mr. Lowes already has plans well under way and our contracts will be placed in a short time.

The American Association of Advertising Clubs has for its motto the word

"Truth." It is our aim to tell nothing but the truth regarding the claims of the Company for the patronage of the traveling public. But these claims, and the superb service we are now offering, we will exploit to the fullest extent.

The operating officers are doing much in the direction of assisting in the conduct of the passenger traffic, and we have but few suggestions to make. Our roadway is kept remarkably clean—that appeals to the passenger from the observation car. Our stations are, generally speaking, in good condition, and the station employes are being educated to the necessity of maintaining them in a cleanly condition, and keeping express trucks loaded with chicken coops and other unsightly merchandise off the station platforms.

Right here I want to say that Wells, Fargo & Company, its officials and agents, are, I believe, representatives of the Baltimore and Ohio Railroad. Our relations with them are very close. They come to us with suggestions. Where we have joined forces they have been more than friendly, and from their president down, I believe they look upon the Baltimore and Ohio as their mainstay in eastern territory.

I understand that, in his remarks yesterday, Mr. Thompson had something to say about cleaning doorways. They go with clean stations and clean platforms. There is nothing that so much disgusts a passenger, or reflects so much on the passenger service of a railroad, as untidy stations and untidy platforms.

In his address, Mr. Stimson spoke about painting the stations in the large cities and commercial centers. I think we ought to go further and paint the smaller stations—have a general cleaning up, not all at once, but as soon as possible. If a passenger goes over the road, especially on an observation car, and sees a clean roadway and clean stations, tidily kept, it makes a lasting impression.

Much also has been accomplished at many of the stations in the way of decorations; a little grass plot, a few flowers in summer, etc., all of which adds to the attractiveness of the line and appeals to the passenger.

The improvements that have been made in the past few years have made the Baltimore and Ohio a smooth riding road; the elimination of grades and the regulation of speed have contributed greatly to this end. We are not in favor of excessive speed, but we do think trains should make reasonably fast time without exceeding the limit of safety and comfort. The present schedules of the Baltimore and Ohio are well balanced in this respect.

The new steel equipment is all that can be desired. The Pullman Company has done its share, and that class of equipment compares favorably with that of our competitors.

Much of our non-vestibuled equipment for local trains and for excursion and emergency business is not in very good shape, and we hope the management will be able to put this class of equipment through the shops some time in the near future. We are today, short in equipment for our local excursions, and we could earn more money if more such equipment were available.

In our new passenger equipment, I think that the matter of drinking tanks should be given careful consideration. Our mechanical department is now looking into a system of furnishing drinking water from a tank fitted with a stone filter, the water passing through a coil of pipe in a box packed with ice. This has been installed in the new steel coaches. We thought at one time it would be a good advertisement for the Baltimore and Ohio to use Deer Park spring water in coaches, as we do in our dining cars, but I understand that this practice would be quite expensive.

Some time ago we discussed with Mr. Galloway the propriety of establishing a school of instruction for trainmen, but there were many problems to be taken up at that time, and since then the matter has been allowed to lapse, but has not been forgotten. We believe that, at an early date, steps of this kind should be taken and one representative each designated from the operating, passenger and accounting departments, to formulate a code and require all candidates for position of passenger train conductor to

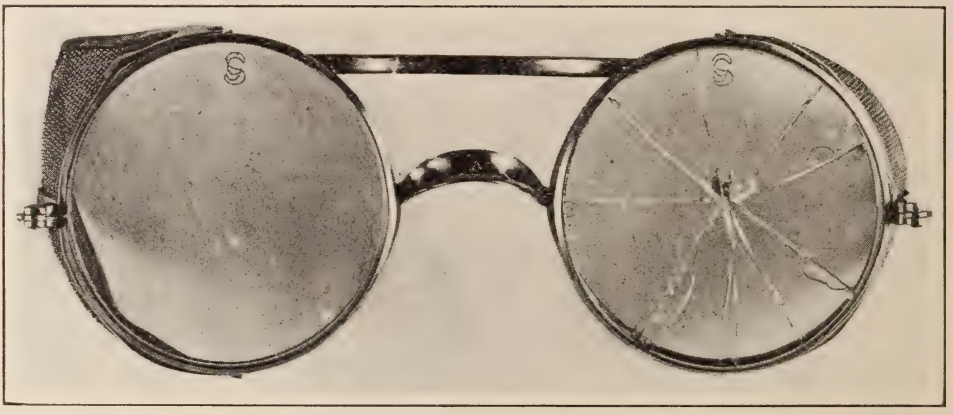
go before this committee for instructions; also to take all of the conductors in relays, at their convenience, at the various headquarters on the line, and review the Company's rules and regulations relative to the handling of passengers on trains. I seldom ride on one of our passenger trains that the conductor does not come to me with some question or ask for advice on some point. I believe we could accomplish a great deal of good along the line of education.

In conclusion, the most important and essential feature in the conduct of the passenger traffic is cooperation between departments. Cooperation, as I understand it, means team-work and pulling together for one common end—to secure revenue and to administer the affairs of the Company to which we owe allegiance to the best of our ability.

Department lines should not be too strictly drawn. Neither should any one department feel that it is its duty to criticise and interfere with another department. We should all "get together."

We are always glad to have suggestions from the other departments, and I wish to say that the suggestions which come to us from the operating department are promptly taken up, and, if concurred in, acted upon. If we do not concur in a suggestion, our reasons for not doing so are given. We believe the operating department feels the same way toward the passenger department, and feels free to come to us with suggestions and glad to receive them from us. To succeed we must be one family, working toward one end. With a long and strong pull together, success must come.

Mr. Davis hit the mark yesterday when he said, in connection with better service in the freight houses, "we should do everything to make it easier for people to give us their money." This applies with even greater force to the passenger service, which deals first with the man who gives us the freight.



These are the goggles worn by a boilermaker while backing out rivets in Glenwood Shops.



This is the piece of flying rivet that struck the glass.

His eye was saved. It wouldn't have been if he hadn't been wearing goggles.



Historic Berkeley Springs*

By W. L. Stephens
Assistant Shop Foreman, Martinsburg, W. Va.

ALONG our picturesque railroad and its branch lines are many places of historic interest. But none of them exceed Berkeley Springs, or, as it was called in earlier times, Bath, in intimacy of association with the history and legend of the early life of our country.

Bath derived its name from the Indians' custom of traveling many miles for the pleasure of bathing in the warm water of the springs.

The ground upon which the town of Berkeley Springs now stands was a part of the great Fairfax Land Grant, given to the Lord Fairfax of that time by King Charles II of England. The region was then called "the northern neck of Virginia." The first owner vested the title of the springs, about which the town of Bath was later built, in the Colony of Virginia "that the water might be forever free to the public."

The first white settlers came into this region about 1730. George Washington, then a young surveyor in the service of Lord Fairfax, surveyed many of the early farms. He records having visited "Warm Springs" on March 18, 1747.

The colonists placed the administration of the Springs in the hands of trustees, so that they might be utilized for the public benefit. The act incorporating the town of Bath was passed by the Virginia House of Burgesses in 1776. The county of Morgan was formed in 1820, from portions of Berkeley and Hampshire, and was named after General Daniel Morgan, a hero of the battle of the Cowpens, who was afterwards presented with a medal by Congress. When West Virginia decided to leave the parent State of Virginia these three counties cast their lot with the new State. In 1872 the town was incorporated and the name changed from Bath to Berkeley Springs. The

* We are indebted to Mr. Lewis J. Frye of Berkeley Springs for much of the historical data, and to J. I. Holpp, foreman of Frog Shop, Martinsburg, for the photographs used in this article.



THE BATH HOUSE, WITH THE LARGE ELM PLANTED BY WASHINGTON IN THE RIGHT FOREGROUND

latest census shows a population of 886. Adding to this number those living just outside the corporate limits brings the total population of the town to approximately 1,200.

The springs are among the finest in the world, and their fame is widespread. The temperature of the water, which flows at the rate of 1,200 gallons per minute, is 74 degrees, winter and summer.

Many of the great names and important events of our history are identified with this region. General Braddock passed near Berkeley Springs on his disastrous expedition to Fort Duquesne in 1755. Sir John's Run, the old staging station two and one-half miles from the Springs, and now a station on the Baltimore and Ohio, was named after Sir John Sinclair, a captain in the British service and the commander of Braddock's vanguard.

In 1777 General Washington, Charles Carroll of Carrollton, General Horatio Gates, and other prominent men purchased ground and built summer homes at the Springs. The Washington property was on what is now Fairfax Street, between Mercer and Green Streets. The old cottage is gone and a more modern structure occupies the site. The great Elm shown in the above picture was planted by Washington, and is known as the Washington Elm.

Another honored resident, a humble laborer in a great cause and destined to bring about a revolution in the conditions and habits of mankind, was James Rumsey, in whose fertile brain first originated the idea of propelling vessels by steam. Rumsey constructed his first steamboat on the Potomac River at the mouth of Sir John's Run, and there gave it its first trial. The money to carry out his experiments was gained by working at the baths. In 1784 Rumsey and Robert Throckmorton conducted a hotel, accommodating about 400 guests, at the Springs. This old inn was called the "Sign of the Liberty Pole and Flag." For a number of years prior to this Rumsey operated a grist mill on Sleepy Creek, about six miles from Bath. The only monument that has been erected to his memory is a mill stone taken from his old mill and imbedded in a concrete base. This monument bears the inscription "Rumsey's Millstone 1782," and stands near the Washington Elm.

One surprising thing about Berkeley Springs is that so much time elapsed before the railroad entered the town. Although only two and one-half miles from Sir John's Run, and but six miles from Hancock, it was not until October, 1888, that the Springs were connected with the outside world by means of the great steel way.

The Berkeley Springs and Potomac Railroad was jointly built and owned by the County of Morgan and the Baltimore and Ohio. A few years ago the county offered its stock for sale. This stock was purchased by our Company, which became the sole owner of the road. The first engine to make a trip over the B. S. & P. was the old camel No. 128, with Hezekiah Williams, now living in Martinsburg, at the throttle. Joseph Tyson, still living in Berkeley Springs, was the fireman; Frank McAnney, deceased, the conductor, and Frank Kersecker, deceased, the brakeman. Later a small passenger engine, No. 55, was sent to the branch to release No. 128. The present crew consists of C. H. Fisher, conductor; F. E. Collier, engineer; George Hobday, fireman, R. E. Jones, baggagemaster, and R. C. Brakeall, brakeman. The train is shown in the accompanying picture.

The mountains around Berkeley Springs are of sand rock formation and the mining, working into sand and marketing of this material, has developed into a big industry. The rock is blasted from the mountains and ground into the desired degree of fineness in the mills. Some of it is reduced to a state very much like fine flour. The sand is pure white and is used in the manufacture of fine glassware. For this high grade sand



QUARRYING AND GRINDING WHITE SAND ROCK FOR GLASS MANUFACTURE IS THE CHIEF INDUSTRY OF BERKELEY SPRINGS

the glass trade depends almost entirely upon the seemingly inexhaustible supply from these mountains.

Nine sand mills dot the mountains and when running at full capacity make things hum. The West Virginia and Pittsburgh Sand Co. has three mills, the Pennsylvania Glass Sand Co. two,



THIS LITTLE TRAIN CROSSES PICTURESQUE WARM SPRING RUN SIXTEEN TIMES ON THE SIX MILE STRETCH OF THE BERKELEY SPRINGS BRANCH

and the Millard Sand Co., the Berkeley Glass Sand Co., the Peerless Sand Co. and the Speer White Sand Co. one mill each. About thirty carloads of sand are shipped from this region daily.

The roadbed of the B. S. & P. winds its way up a gorge through which Warm Spring Run finds its way to the Potomac. The road crosses the stream sixteen times in the six miles of its length, and with its cuts and curves, mountains and valleys, presents a variegated picture to the traveler seeking the tonic properties of the Warm Spring baths. The climate of this section is healthful, bracingly cold in winter, and cool and pleasant in summer. The people are kind, hospitable and progressive, causing the visiting stranger to feel at home in their beautiful mountain resort.

Magazines in Stations for Information of Patrons

AGENT E. G. McDONALD, at Duffields, W. Va., suggests that each agent on the Cumberland Division be given a few Employes Magazines each month, so that one or two may be kept in waiting rooms for the information of passengers. He thinks that this would not only be appreciated by patrons, but would also be a splendid advertisement for the Baltimore and Ohio. We think this a good idea and believe it will be of considerable value to the Railroad. We also understand that superintendent Cahill has put the suggestion into effect.

Of course, in stations such as those in Baltimore, Pittsburgh, Chicago, Cincinnati and other large cities, it would be impossible to maintain a supply equal to the demand of the public, unless it were arranged that some attachment be placed on the Magazines to prevent their being taken away, and this is not feasible. In the smaller stations, however, where the agent can exercise a certain amount of personal supervision, the plan should certainly be practicable. We suggest that on the cover of each Magazine so placed, a neat slip of white paper be pasted inconspicuously, on which should be typewritten something like the following:

"This Magazine is placed here so that such patrons of the Baltimore and Ohio as may desire can inspect one of the many methods the Railroad has adopted for improving its service, for getting better team work from its employes and for the furtherance of the good understanding between them and the public. We respectfully request that this Magazine be not taken from the station."

If a sufficient number of superintendents believe that this idea is practicable and will so advise, we will be glad to have printed forms embodying the above information sent to them for distribution to agents at the proper stations. Suggestions for the improvement of this plan are solicited.

The Modern Apprentice

Character the Principal Essential to His Success

By Henry Gardner

Assistant Engineer, Office of Third Vice-President

This article, which was read to the Mount Clare apprentices by Mr. Gardner on March 28, is a remarkably clear, comprehensive and interesting treatment of the subject. Many of the principles it enunciates apply to every man's job. Read it!

MODERN apprenticeship is very different from the old-time apprenticeship. Fifty years ago, when a father had more boys than he could work on the farm, he would send one of them to a shop, to be bound over to a master for a seven year term of apprenticeship. As a rule, the master paid the boy's father five dollars a year and agreed to supply the boy with clothes and board and teach him the trade used in the shop. For this large sum he was to have the boy's services every day, including Sunday. The boy got something to eat and some clothes, but, if he was apprenticed in a railroad repair shop, it is very doubtful if he learned much about the trade. In those days (not so long ago), a valve-setter would rather be discharged than show a boy how to set valves and a tinsmith would always work at night when laying out patterns, for fear that someone might learn the wonderful and mysterious processes by which he made them. This recalls to my mind the case of a young lawyer whose friend once asked him how it happened that he became a lawyer. The lawyer said: "When I was a boy I was apprenticed to a wood sawyer. On Monday I helped the wife with the weekly family wash, on Tuesday I swept and cleaned the mill, on Wednesday I went with the master to market, and that is why I am now a lawyer."

But today all this is changed. Modern apprenticeship pays the young man good wages for his services. It furnishes a competent instructor to teach him the trade in the shop. Another instructor, in a specially furnished classroom provided by the Company, gives him the necessary technical knowledge incident to the trade he has selected. The classroom instruction is free, as the Company pays the boys for their time while attending the school. The apprenticeship organization is headed by a supervisor. He takes a personal interest in the apprentices and it is mainly through his help and guidance that they are retained in the service and not allowed to quit the first time some little thing doesn't go just to suit them. An apprentice boy, like a wagon, will run much better if it is drawn along than if it is pushed. Push the wagon too hard from behind and a small stone under the front wheel will throw it into the ditch. Likewise, the young man will be thrown completely off his course by some small stumbling block which could be easily located and explained away in a few minutes.

The need for this up-to-date apprenticeship on our railroads is becoming greater every year. There is a vast army of untrained employes in every industry. When we consider that there are, on an average, ninety men out of every one hundred in our shops and factories who

have had no intelligent, orderly training, we realize the severe handicap suffered by the employer anxious to fill his shop with high grade skilled workmen. The remaining ten per cent. are the men who have had the advantages of the new educational plan. The railroads are always on the lookout for competent young men for apprentices, and the inducement offered by these progressive training methods has resulted in a large increase in their numbers.

No trade school, high school, technical school or college can take the place of the apprentice shop and its school for teaching a young man a trade. Moreover, the school or college does not teach every one of its students to think. Many become expert passers of examinations but do not really think deeply until they get out into the world. How many school boys know what life-work they intend to take up? Probably not more than half the college graduates know. But the apprentice is a specialist from the day he enters the shop; he knows what he wants and his instructors know. And they also know how to teach him the things he wants because they themselves are doing these same things every day.

The apprentice is at once brought into close contact with actual life, the life of the real shop, where men are working for a living and are manufacturing articles in competition with others. The school boy may learn the rudiments of a trade, but the larger lesson of real shop life is left out of his course. No trade school ever made a boy hustle for a day's pay and taught him the real value of money, and no trade school boss ever called down a boy for carelessly spoiling a piece of work in the way in which a live shop foreman can do it. The school does not teach the value of organization and cooperation, unless the boy gets it from his baseball or football team. In the shop he learns that the success of the entire shop depends upon teamwork.

Mr. George M. Bassford, the father of modern railroad apprenticeship, tells the story of a young college graduate who was called upon to design a small cylindrical tank. When he submitted an elaborate drawing both heads of the tank were shown bumped out and the rivets driven inside. The superintendent sent for the young bachelor of arts and told him that he wouldn't mind so much leaving one man inside of the tank to hold onto the rivets, but as he had thirty tanks to make he really couldn't spare so many men. This story illustrates just one of the many silly and fatal mistakes made by young, inexperienced men who have never worked in a shop.

In the apprenticeship courses the school and shop training go hand in hand. On the New York Central Railroad when an apprentice is put on a lathe in the shop the classroom instructor gives him lesson paper No. 1 on lathe practice. In the classroom the boy studies feeds and speeds for cutting metals and when at work in the shop, tries to use the speeds which he has calculated. In fact, the shop and school work are so closely correlated that someone has remarked that the grease of the shop is literally rubbed into the lesson papers.

The apprentice system does not aim to make mechanical engineers—the colleges and technical schools do that; it does not make draftsmen—the schools also do that; but it does try to make first-class skilled mechanics, men who are trained and educated in our ways and methods and standards. When we say a man is a good mechanic we have said that he is a good citizen; proud of his ability and of the apprentice organization which made his success possible. Apprenticeship training methods will not stop with mechanics. Before many years we shall see this progressive movement extended to other departments. Employes in the operating, transportation and accounting departments, builders of roadway and bridges, telegraphers and station agents—all need to be specifically fitted for the positions of trust and responsibility open to them. Modern apprenticeship has come to stay, and we cannot introduce anything, in any shop or department, which will pay as big and quick returns as the right kind of an apprenticeship system that has the full support of the management.

The real meaning of the word "education" is little understood. Because a

college or technical school graduate has spent several winters studying some special subjects in which he is interested, he is erroneously called "educated" and much to his surprise and dismay is immediately put into the "highbrow" class and treated by many as a curiosity. President Eliot of Harvard University has given the true definition of the word "education." He says: "The best educated man, whether he is on a railroad or keeping a store or running a farm or world, realizing that thus and only thus can you benefit yourself.

Success in life demands character first, common sense second, and mental training last. Character must and always will outrank intellect. You don't go into the shop as an apprentice alone for intellectual training, but largely for discipline. You go there to get character training; you go there to learn that a part of the work a man has to do in the world is monotonous and uninteresting—



APPRENTICES LEARNING THE PRINCIPLES UNDERLYING THEIR WORK

what he is doing, is the man of *greatest value to the community in which he lives.*"

Character

J. P. Morgan, the financier, once said that character is the sum total of what a man is. No apprentice plan can succeed unless the character side of the problem is uppermost in the minds of those in charge. Practical and theoretical training is not all there is to a successful apprenticeship system; men must be trained to be honest, loyal and fair in their dealings with others, to be temperate, prompt, self-reliant and industrious. Elbert Hubbard defined character as a matter of eight hours sleep, fresh air, fresh water—without being personally fresh—good books, good companions, right intent and a desire to benefit the

that there are unpleasant and disagreeable things in it which must be done.

You also learn that life is made up mainly of serving other people and that the man who wins is the man who has learned to obey. A famous general once said that no man could hope successfully to command others until he has first been a soldier and learned to obey. This calls to my mind a story which I read somewhere about the apprentice who bossed Johnson. "Reddy" was a bright, active, intelligent young man who was just finishing his time in the shop. One day a salesman, who had taken a liking to "Reddy," came into the shop and seeing him, asked: "When are you going to be a foreman?" "Reddy" made some reply, which did not mean much and his friend said: "See here, 'Reddy,'

you will never be a foreman until you have learned to handle men and to command their respect, and, in order to do this, you must first learn to boss Johnson. Johnson is your other self, the natural boy with red blood in his veins, who wants to go to shows and play pool and stay out late nights and smoke cigarettes and maybe drink some and have a good time generally. Now, you must boss Johnson, beginning today, and in a month let me know how you have succeeded." "Reddy" began to think hard and started in to boss Johnson. It was more of a job than he thought; Johnson was always wanting to do something he shouldn't do and "Reddy" couldn't always control him. But he stuck to it, and insisted that Johnson should live right and take care of himself, and, one day, when he thought he had him pretty well under control, his friend the salesman dropped into the shop. Seeing "Reddy" he said: "Well, boy, I am glad to hear that you are learning to handle men." "How do you know?" asked "Reddy." "Why, because the superintendent just told me that he had decided to try you out as foreman of a small gang—he said that he had been watching you lately and that you seemed to have the right stuff in you. Go to it, son; keep on bossing Johnson and some day you will boss a whole shop."

Ambition is not always a desirable element of character; it is a good thing only if it is the desire to do your work better and more efficiently than the other fellow. An ambition which is simply the desire to reach a high position without having a right to it, or without having earned it, is bound to end in disaster. Someone has said that there are three kinds of men in the world; the first you have to tell once to do a thing and it is done, the second you have to tell two or three times before it is done, and the third you don't have to tell at all—he beats you to it. This third type of man is ambitious in the right way.

Courage is one element of character—not physical courage, but moral courage. It takes great courage to do a perfect job which may never be noticed by anyone, and to do good work when you know that bad work can never be traced and charged against you. How many of you have seen the highest officers of the road passing through the shop where you are working? You cannot help admiring them and wishing that you might be a big man some day and do the big things they do. But how did they reach their positions? Let me tell you in Mr. Basford's words, taken from an address he made to the apprentices of the Chicago and North Western Railway:

"Do they get to the top by a few spectacular performances, with the world watching and waiting to give its approval and its reward? They do not. These men are trusted with their great responsibilities and they have gained their high positions because they have done something far different from that. These officers have worked like the surfman patrolling the beach. They have worked faithfully and comparatively unknown for many years. They have done the most courageous thing any man is called upon to do. Greatest courage is required not for spectacular things but for plain, simple, everyday work in quiet obscurity. These men were loyal, steady, faithful and hard working and they climbed, step by step, always preparing for the next higher position, until they finally won the goal and reached the top."

You won't all be big officials and we don't want you to be, because there must always be someone to occupy the intermediate positions in an organization. But you can all do your part, and do it honestly and faithfully. You will all be spokes in the great railroad wheel, which could not turn and bear its load without competent and efficient men doing good, honest work every day.

No success can be truly called success unless you have helped someone else to rise. If every man could say, at the age of forty, that he had been the cause of making ten, five, or even one successful man, how much satisfaction he would take in this knowledge and in the conciousness that he has helped the progress of his country.

The Apprentice Club

This revival of interest in the Apprentice Club, which made such a good start in the Spring of 1914, is most encouraging. There is no question but that this banding together of friends with mutual ideas and interests will work for your good and

also ultimately benefit the Company. But your club must have standing, and you should not exist solely for banquets or picnics or baseball. These wholesome pleasures have their place, but you should have a regular winter schedule of papers to be read and discussed by your members. The subjects chosen should be educational and related to your work; such as "The Mallet Locomotive," "The Walschaert Valve Gear," "The Air Brake," "The Superheater" and other live topics.

I would like to see you established in suitable permanent quarters, which you could call your own and furnish in your own way. A large reading table with copies of current technical papers and the BALTIMORE AND OHIO RAILROAD EMPLOYES MAGAZINE, is indispensable. A concerted effort on your part, together with a little money collected from initiation fees and dues, should enable you to convince the management of your serious purpose, and to request their help in providing a club room, chairs, table, heat, light, etc., at some convenient point.

The meeting of this apprentice club tonight brings to my mind a flourishing club that the apprentice boys of the New York Central Railroad organized at Oswego, New York. One of the members, named Dick Keefe, was a live boy with a keen sense of humor, and one day I asked him to write me a letter expressing, in his own words, his views on apprenticeship in general and the club in particular. This is the letter I received, and it represents very truly the thoughts and feelings of the average apprentice boy:

> The rate paid a first year apprentice is out of proportion to his needs; even a first yearer must eat like a man and dress as a man in order to work like a man; he looks like a man and feels like a man until he puts his hand in his pocket. The apprentice who clothes himself, buys tools, carries some protection, pays his club dues and church and shop collections and is obliged to pay his nearest relative for board, washing and mending in promissory notes (no time of payment specified), must be blind on the girl side of the road and put the curb on a growing sociability. All this hurts; it might be called "Apprentice Cramp," it squeezes the region of the short rib and produces imperfect vision. A dime looks the size of a car wheel, and it makes as many revolutions in his pocket as one going a mile a minute, until it disappears into "spend-land." I might go further and say it leads to defective hearing, for the jingle of small coin is so sweet to the ear that many a fellow adds keys, nails and tool checks to swell the sound, so that in time he becomes stone deaf to the sound of real money. "Apprentice Cramp" is a disease which carries off many of the first yearers and keeps many other desirable fellows from becoming apprentices.
>
> Another trouble is the discovery that physically he is not adapted to the trade he has started in, yet rather than take up another trade at first year rate he drops out. This is a loss to the railroad as well as to the boy and it's up to the railroad to remedy it. The high school boy of today is more inclined to mechanics than ever before, if but the rate paid was more in proportion to his needs.
>
> The classroom is the smoothing iron that rubs out all the wrinkles of discontent, for the apprentice looks forward to these hours with pleasure. "Up to the college" has almost the ring of "Come on to the ball game" and the class instructor is regarded as a "Dad" by all the boys. Even the fellow who went in with a sneer goes out with a thank you. Next to the school is the club. Here the apprentice spreads his wings for his first flight in oratory. Here he gets used to hearing his own voice and gets over the scare of the sound of it. Here he also sharpens his wits for defense or his tongue for attack. And here he talks railroad, reads railroad and learns to be a railroader.

You see, Dick appreciated the club and, let me say, helped make it a great success. The boys had two upper story rooms in an old office building belonging to the company, and they furnished them inexpensively and with considerable taste. A hired piano helped out the singing and musical talent. The boys had regular evenings once a month for reading and discussing papers and I recall hearing one on valve gears which was very ably presented. At another time I was called upon to speak at a real banquet; that is, coffee and sandwiches and ice cream were served while we talked. On other evenings there were checker tournaments and card games, and music was always in order. In the Spring, planning and organizing for the ball nine was done in the club, much to the relief of the shop foremen who, before the club was organized, were constantly breaking up knots of two or three apprentices who were talking ball instead of tending to the job.

Keep up your club and improve it every year. Get your school and shop instructors interested and make yourselves known. Help your fellow apprentices spend their evenings inside, in good company, and in profitable amusement or study. One winter on the street has ruined many a competent young man's chances for success.

Let me urge you all to stick to railroad work. It presents a bigger field and more opportunities than any single manufacturing plant. In an article written not long ago, M. K. Barnum, superintendent of motive power of our road, says:

> There are many attractive things about railroad work. Its variety, the interesting problems constantly arising to be worked out and the things worth while which are always waiting to be done, all form incentives to the man of active mind and body to exert his best efforts in accomplishing good results and it is the fascination of these things which holds in railroad service so many men who might make a greater financial success in other lines of work.

As Mr. Barnum says, railroad work is fascinating and I have known a number of graduate railroad apprentices who tried their luck with outside concerns, only to come back to the shop where they had formed habits of work and thought and received their first impressions of real life. They had learned from hard experience that old friends are the best friends and that strangers cared little for them and gave them none of that kindly attention and consideration which they received when only apprentice boys.

Eminent Soloists for the Baltimore and Ohio Glee Club Concert

Charles Gilbert Spross, Famous American Composer and Pianist, and Joseph Mathieu, Tenor, to Entertain on the Evening of May Tenth

THE many friends of the Baltimore and Ohio Glee Club will be delighted to hear that Mr. Charles Gilbert Spross, one of the most famous living American composers and pianists and Mr. Joseph Mathieu, tenor, will be the soloists at the concert of the club to be held on the evening of May 10, at Albaugh's Lyceum Theatre, Baltimore. The club counts itself and its supporters particularly fortunate in being able to present these well-known musicians to the Baltimore public.

Charles Gilbert Spross, one of America's most spontaneous creators of lyric melody was born in Poughkeepsie, N. Y. Giving evidence of marked musical talent at an early age, he studied with Adolph Keuhn (piano) and Helen J. Andrus (harmony) in his native town; and later supplemented his work with advanced courses under Xavier Scharwenka (piano) and Emil Gramm and Carl V. Lachmund (theory and composition) in New York. Since then his activity in the three-fold capacity of composer, pianist and organist has secured him a distinctive position among American musicians.

Mr. Spross's compositions, his sacred and secular songs, his cantatas and choral works and his piano pieces, have won that higher and wider meed of appreciation which is not affected by the passing of time. As a composer he has in the highest degree the quality of sympathetic understanding. He makes his song-poem or choral-text his own, and his imagination invariably endows it with a fine and

freely-flowing musical setting. He is unsurpassed in establishing a certain refined and graceful harmony between his text and music, and his inspiration reacts with equal power both to the purely lyric and the dramatic poem. He has enriched the literature of the American art-song with notable examples of beautiful melodies of varied character. Who does not know his charming "Will-o'-the-Wisp," a striking illustration of textual and musical unity? In the dramatic field we have his "Lorraine, Lorraine, Lorree" and "The Song of Steel;" and typical examples of his work as a colorist are offered by his Oriental songs "Ishtar," "Nourah" and "The Dance of Swords." Few American songs compare with his "Come Down, Laughing Streamlet" in pure lyric charm, and his creative impulse finds the same fine imaginative expression in his larger choral works and piano pieces.

Like some of the great tonal artists of the eighteenth century, Mr. Spross is happy in the dual role of virtuoso and composer. A pianist of rare attainment, he is unexcelled as an accompanist, and association in this capacity with such artists as Olive Fremstad, Johanna Gadsky, Schumann-Heink, Alma Gluck, Mary Garden, Anna Case, Jeanne Jomelli, Alice Nielsen, Louise Homer, Pasquale Amato and Riccardo Martin, most of whom have used his songs, is an eloquent testimonial to his talent in this direction. He has also made a name for himself as organist of St. Paul's P. E. Church, Poughkeepsie; Second Presbyterian Church, Paterson, N. J.; Rutger's Presbyterian Church, New York, and at the present time is acting as organist and choirmaster at the First Presbyterian Church of Poughkeepsie. Mr. Spross takes high rank among modern American composers by reason of the genuine and undeniable value and beauty of his creative art work.

Mr. Mathieu is a native Baltimorean, the youngest son of the late Dr. Ferdinand C. Mathieu, and a brother of Dr. A. H. Mathieu of 1205 Madison Avenue, and the late Harry C. Mathieu.

Mr. Mathieu moved to Washington when quite young and there began his vocal training, later adopting music as his profession. He soon went to New York, the Mecca of American musicians, and entered upon a successful professional career as a church and concert singer. He is a member of the Mendelssohn Glee Club, his connection with it having been made through his friendship with the late well known composer C. B. Hawley.

Mr. Mathieu has a beautiful voice of remarkably smooth and sympathetic quality, and has received special commendation for his unusually distinct enunciation and diction. Of late Mr. Mathieu has been fortunate in being associated professionally with Mr. Spross and seems to have a keen insight into the spirit of this composer's beautiful lyrics, singing them with the utmost feeling and discrimination. It will be a rare treat to have Mr. Mathieu give the two groups of songs by Mr. Spross, particularly in view of the fact that the composer himself will accompany him.

The Public spends its money where it gets the best treatment

Stuart A. Allen, Manager
Continental Fast Freight Line



"HAPPY JOHN" HALL

"Happy John" Hall

Looking at John's service record as given in the Company's files:

5-18-01 Laborer.
9- 1-12 Window cleaner.

one is prompted to explain his never-failing good humor with the paraphrase "Happy is the man who has no history."

But that would be a perversion of fact. For when a boy is thrown on his own resources so early in life that he can't remember the year; works on a farm for his keep until he is eighteen; becomes a full-fledged farm hand for the princely wage of first eight and then ten dollars a month for two years; is married before he can vote; joins a railroad track gang to gain an independent living and constantly increases his responsibilities and his value to his employers—when he has done all those things and can honestly say that, so far as he knows, he hasn't an enemy in the world—that boy, grown to manhood, can certainly be credited with a history.

"Window cleaner" is only the tag by which John is known in the record. He himself says that in addition to helping "old Sol" pour welcome rays of cheering warmth through the windows of Camden (wonder if this is how he gets all his sunshine) he mends and moves furniture, fixes radiators, does an odd painting or carpentering job now and then, flushes the pavements around the station with a big fire hose, looks after the ice machines in the commissary department, spells the elevator boy at lunch time, and helps "Jim" Parsons (who, by the way, he says affectionately, has been a father to him) in the manifold things that have to be attended to at a big property like Camden. And his friends and acquaintances will tell you that even then he hasn't mentioned his biggest job.

For John's importance to the Baltimore and Ohio and to the world in general lies in the fact that he is eternally happy. His nickname, "Happy John," describes him perfectly, for a more cheerful, optimistic and jolly fellow, we've yet to meet. He is the original gloom chaser—a peripatetic, persistent, powerful and permanent germ of happiness, so catching that he infects everyone with whom he comes in contact.

Smartly dressed in neat overalls and black cap, a couple of clean rags usually protruding from his pockets, he is always on the job at Camden spreading good cheer and happiness, while attending to his other duties. Many of us have had a gloomy morning changed to a brighter one—or an unpleasant task transformed into a happier one just because we've caught John's stimulating and uplifting spirit.

The photographer snapped just a suggestion of his expansive and winning smile—the real article is much more contagious. Drop in at Camden some day, look up John and you'll get infected yourself.

We need more "Happy Johns" in the service.

"You Saved My Life"

HOW often, craving a smoke, you have said this to a good pal who slipped you a cigarette or a pipe load of tobacco. Every man who enjoys the solace of the weed has said the same thing, and knows what it is to be deprived of a smoke.

In Belgium, the martyr of the nations, there are 200,000 soldiers, the remnant of the men of their race and as brave fellows as ever drew breath, fighting to hold what is left of their country. And when they were asked whether they preferred improved food or tobacco, they said, "Give us worse food if you like, but let us have tobacco."

They have little money and, unlike the soldiers of the other warring nations, can't get tobacco unless it is sent to them by us. Their own people are too destitute. Hence, at the request of King Albert of Belgium, the Over Seas Club has undertaken to supply them and is now forwarding thousands of packets of tobacco and cigarettes to them each month.

Every cent contributed to this fund is spent for these packets. There is no charge for overhead expense, transportation, customs, etc. Each packet contains fifty cigarettes, a large package of good tobacco, a box of matches and a reply post card. They cost twenty-five (25) cents apiece and as the Over Seas Club needs 200,000 packets a week, you can see what opportunity there is for you to give a deal of comfort to some of the unfortunate fellows in the trenches.

The post cards in the packets for which you pay will have your name on them, and will probably be returned, Army post marked and censored, by the recipients, with their thanks, to you. Since the March issue of the Magazine was published it has been deemed impracticable to publish the names of our employes contributing to this fund. We know of one officer who has sent ten dollars, of a small office that has sent two and still another office of twelve employes with five dollars to its credit. This is a good way to contribute—chip in and help the good cause.

You know how good a smoke tastes. You are always glad to give one to a fellow railroader. Here is an opportunity to give the same pleasure to brother smokers who can't have it unless your generosity makes it possible.

Send a dollar or more by check or money order, payable to the Belgian Soldiers' Tobacco Fund to

J. P. MORGAN & CO.
23 Wall Street, New York City

A mite of money from you means a month of comfort for a Belgian soldier.

Car Shortage—Its Cause, Effect and a Remedy

Address Delivered on March 14 Before the Traffic Club of the Cincinnati Chamber of Commerce

By R. B. Mann

Assistant Superintendent of the Cincinnati, Hamilton and Dayton

Mr. Chairman and Gentlemen:

Car shortage is a subject of nation-wide interest at this time, because we now have, and have had for some time, a shortage of cars, the effect of which is being felt throughout the entire country. The present shortage is due to the unusual business conditions prevailing. At this moment thousands of cars are standing idle on the rails of roads serving the eastern States and the Atlantic seaboard.

If it is true, as we believe, that the railroads own and operate sufficient equipment to handle all the business that is offered to them, then the car shortage is due more to lack of industrial plant facilities than to lack of equipment. Added to this lack of facilities there is, in many industrial plants, a lack of cooperation between the purchasing agent, the traffic manager and the receiving and operating departments in the purchase of material and the regulation of its movement. There is also a lack of intelligent and harmonious cooperation with the railroads, and especially with the local officers and employes in the operating department of the road serving these industrial plants. Traffic managers who know will tell you of the advantage of knowing personally your local yardmaster, trainmaster and superintendent, and of the value of working in close harmony with these men.

A great percentage of railroad equipment is used by large shippers and receivers of freight. When these concerns do not regulate their shipping and receiving so as to enable them to load and unload cars promptly, a car shortage is the result.

Heavy tonnage, which, because of its nature, or for any other cause, is required to move in a given time, is another cause of car shortage. For example, the heaviest movement of agricultural products is in the fall, and the heaviest movement of coal takes place during the winter months. As a rule the shippers and receivers of freight do not have facilities with which to unload and release cars promptly. This failure to so release cars is the principal cause of car shortage.

In effect, car shortage is far reaching and serious, both to shippers and to the railroads. Lack of cars in which to move the product of his land may mean the loss of the fruits of a year's labor to the farmer; to the manufacturer it may mean a delay in delivery, and, in some cases, the cancellation of orders and subsequent loss of business. And to the railroads it means loss of revenue.

What do you think would be the effect if shippers, who are suffering from this car shortage, could see the large number of cars standing idle because of the failure or inability of other shippers to release them promptly, either from failure to regulate their business so as to permit prompt dispatch, or through lack of storage capacity or other plant facilities? If these same shippers could enlarge their field of vision so as to view the entire country, I believe that sufficient pressure to bring about an immediate reformation would be brought to bear upon misusers of cars.

Because a very large percentage of equipment is located in large terminal and industrial communities, and because large manufacturers are usually located

at such points, it is obvious that shippers so located will naturally receive, in times of car shortage, a much larger proportion of equipment required than will the car users located in communities where there is a heavy outbound tonnage without a corresponding inbound tonnage to supply the outbound demand. This makes it necessary for railroads to restrict the loading in such territory, in order that cars may be moved to less favored communities.

Should the shortage continue for any considerable time, the effect would be so serious as to cause a very decided change in the attitude of many large shippers, who today consider it legitimate to take their time in releasing cars. Until large shippers and receivers of freight take a much broader and less selfish view than they have taken in the past, we will not make a great deal of headway in the matter of preventing car shortage, even though the railroads continue large purchases of equipment. Under the present practice it simply means the purchase by the railroads of additional storage space for misusers of cars.

It has been suggested for some time that the cure for the abuse of cars is an increased demurrage rate. This suggestion, of course, always brings forth from shippers a loud protest. Some of them, however, consider it cheaper to pay demurrage than to provide storage capacity or plant facilities to take care of their requirements; cheaper even in some cases than to regulate their tonnage so as to permit the prompt release and dispatch of cars. Some shippers are also under the impression that demurrage was originated by the railroads as a source of revenue. But such is not the case. The general average earnings per car per day, including Sundays, holidays, etc., is $3.00, while the demurrage rate is $1.00, and excludes holidays and forty-eight hours free time, to say nothing of the additional time granted under the average plan. This being the case, it is apparent that in order to make demurrage a source of revenue the railroads would have to raise the demurrage rate to considerably more than $3.00 per day. In my opinion it is not improbable that such a rate may be charged unless there is a radical change in our method of using cars.

In the past, and at present, a shipper who is receiving sufficient equipment to take care of his requirements has not cared what became of his neighbor. This view-point is, of course, wrong in principle, and when we get away from it we will have taken a long step toward preventing car shortage.

Increased storage space and plant facilities will do a good deal to relieve such situations as we are now facing. Coupled with this should be close cooperation in the management of industrial plants, in regulating their business so as to bring about the prompt release and dispatch of cars, together with harmonious relations with the railroads, which must move their business with reasonable promptness and maintain their equipment at a high standard.

Let me tell you, as a case in point, what has been accomplished by a large manufacturer in the Cincinnati industrial community. During the calendar year of 1915, this concern paid a total of $6,000 demurrage charges; an average of $500 per month—$6,000 per year, or 10 per cent. interest on $60,000. Railroad officers submitting recommendations for improvement to their management generally feel that they have a fair chance of receiving favorable consideration if they can show that the investment recommended will earn, or make a saving in expense, of 5 per cent. on the recommended expenditure. On this basis the concern in question could have spent profitably $120,000 to provide additional storage space or plant facilities, if they had been needed. However, in this case, additional plant facilities were not needed. What was needed was cooperation within the plant itself. The traffic manager formed a committee consisting of the head of the purchasing department, the head of the operating department and himself, and made a careful study of the entire subject. He reached the conclusion that the large amount of money they were spending because of car detention was an unnecessary expense, and could be done away with. As a consequence of this study,

they systematized and so regulated their business that the first month's operation resulted in a comparative decrease of 46 per cent. in demurrage payments, in the face of a 48 per cent. increase in the number of loaded cars in and out of their plant. The second month the plan was in operation, which was February last, resulted in the complete wiping out of their car service bill, notwithstanding the fact that during this month, compared with the same month of the previous year, they handled 53 per cent. more loaded cars in and out of their plant. This saving was accomplished without additional storage space or other plant facilities. In other words, in sixty days they entirely eliminated an average car demurrage bill of $500 per month.

If you will consider what the action of this one concern means, not only to themselves as an economic proposition, but to the railroads and to other car users, I feel sure that you will agree with me that industries which have in the past figured that it is cheaper to pay demurrage than to unload and release cars promptly, have been acting unwisely. The $500 demurrage charges saved in one month meant that this concern made available for their own use, and for the use of other industries, a minimum of one day's service of 500 cars more than they did with their previous practice. Consider further what it would mean if any considerable number of industries, large and small, would adopt the policy of this concern. The effect would be so far reaching as to nearly, if not entirely, do away with car shortage.

You will agree with me that this was an accomplishment worth while from any viewpoint; that it is conclusive evidence that it pays to unload and release cars promptly. I am convinced that many other concerns may do equally well, and perhaps better, if they will adopt the same methods.

Baltimore Employes Organize Class for Study of Transportation and Traffic Problems

FOLLOWING the example of employes in the traffic offices at Pittsburgh, a class of clerks in the various departments at Baltimore has been organized for the study of traffic and transportation problems. To inaugurate the movement an enthusiastic meeting was held in Baltimore, March 27, and thirty-four students, answering the call to business preparedness, were enrolled in the course of the La Salle Extension University of Chicago.

The text books and instruction service used in this course were compiled by leading authorities on traffic and transportation and the course is arranged so as to extend over a period of eighteen months. It will be directed by a leader chosen by the students themselves. Frequent talks by local men of recognized experience and training in the two branches of railroad service will add to the interest of the work.

The object of the class is to improve the service rendered to the Company and fit employes for higher positions. When promotions are due, the higher officials look around for the man who knows and the student who completes this course successfully is generally able to qualify because of knowledge attained by his specialized study and training.

Many of the clerks in the Pittsburgh freight offices showed keen foresight in this direction and their class is well advanced in the work. The freight

department officials there signified their approval of the plan by giving their cooperation and assistance. Following the organization of the class, T. J. Roberts, chief rate clerk, undertook to direct it. He will be helped by Archibald Fries, general freight agent, T. J. Walters, division freight agent, and J. C. Kimes, commercial freight agent.

In referring to the work, Mr. Fries said: "Our aim is to open new fields of opportunity for the young men in Baltimore and Ohio service. In these days of keen competition and the regulation of practices and rates by the Government and various States, railroad officials realize that the employes who are to assume charge in the future must adopt every possible means to qualify themselves; and so we are endeavoring to provide short cuts as compared with the past experience of railroad officials who of necessity gained their knowledge solely in the school of experience. In the course which our employes in Pittsburgh are entering upon, actual experience will be supplemented by carefully prepared instruction and text books by authorities."

The Baltimore class was organized by Wade T. Porter, of the railroad department of La Salle. Mr. Porter was very optimistic over the number who enrolled for the course and is confident that in his work he is helping many a young man to better himself. He is especially proud of the Baltimore class and grateful for the interest taken in the work by the officials at headquarters. On every side he received the full cooperation of our officers.

The Baltimore class will be under the direction of W. H. Fogle, chief rate clerk, general freight agent's office. He will be assisted by Samuel House, assistant chief rate clerk, same department; Clifford M. Schlesinger, chief clerk, Camden station freight offices; William L. Hardy, chief rate clerk, Camden station; Richard T. Newman, chief rate clerk claim department, and A. B. Seidenstricker, assistant chief clerk coal and coke department.

This class will be composed of Charles Gosnell, T. Jerome Russell, H. Llewellyn, Wm. H. Brauer, A. P. O'Neal, E. O. Grover, Arthur B. Harter, J. W. Coughlin, J. Richard Lamb, W. J. Hubbach, H. H. Kirby, J. P. Lynch, J. F. Baker, W. W. Caple, T. J. Hahn, Francis H. Bopp, T. E. Kesterson, Chas. W. Williams, Jr., Milton L. Dell, A. B. Seidenstricker, Wm. J. Hartwig, Wm. P. Collins, L. Glenn Macatee, A. L. Brown, S. I. Thompson, W. H. Lukens, J. P. Cadden, R. G. Krickhan, Wm. Burchell and H. J. Holtz.

Embraced in the curriculum are the following studies: Freight Classification, Freight Rates, Publication and Filing of Tariffs, Routing Freight Shipments, Bases for Freight Charges, The Bill of Lading, Freight Claims, Transit



CLASS AS ORGANIZED ON MARCH TWENTY-SEVENTH

Privileges, Railway Organization and Service, Railway Accounting, Express Service and Rates, Ocean Traffic and Trade, Railway Regulation, Procedure before Interstate Commerce Commission, Demurrage and Car Efficiency, Application of Tariffs, and Law of Carriers of Goods.

With this comprehensive outline of the work unfolded to them, these clerk, chief clerk and chief rate clerk pupils of the highly complicated science of railroad tariffs, rates etc., are enthusiastic in the belief that all of them are on the right road to greater efficiency and success. This awakening has but one meaning. Ours is the age of scientific training, guess work has been relegated to the dump of inefficiency and big opportunities carrying heavy financial rewards, await the progressive man who prepares himself for them by the conscientious study of the lessons that other successful men have learned and profited by.

The Condition of an Agent's Tariff File is a Safe Index to the General Character of His Work

By H. C. Smith
Freight Tariff Agent

NOT so many years ago but that it is within the remembrance of some of our older agents the freight tariff was not the respected document that it is today. If the shipper objected to the tariff rate he would usually name, with more or less accuracy, the rate he could secure, or thought he could secure, via some competing route; and in some instances the truth was doubtless used with prodigal frugality. At all events, the rate thought necessary to secure the business was often applied, and under such circumstances the tariff lost caste. Conditions in this respect improved somewhat when the Interstate Commerce Act became effective in 1887, but it was not until the Hepburn Amendment became effective, and the promulgation by the Interstate Commerce Commission of their tariff regulations thereunder, that the freight tariff became the authoritative document it now is. Prior to the regulations issued by the Interstate Commerce Commission specifying the manner in which tariffs should be posted at freight stations, which regulations first became effective October 1, 1908, there were probably few, if any, roads in the country which had made more than spasmodic attempts to provide their agents with instructions or the facilities for keeping proper tariff files. Every agent filed tariffs in his own way, if he filed them at all, and barrels, soap boxes and anything else convenient were not unusual substitutes for tariff cabinets; or tariffs were distributed promiscuously around the office in places not needed for other purposes. Accumulations of tariffs in the original envelopes, which had never been opened, were occasionally found, piled up on a shelf or elsewhere, but it is hardly necessary to say that, even under the old conditions, agents who were so remiss in their duties did not long remain in the service of the Company.

Today the tariff file is an indispensable part of an agent's equipment. Division sheets, routing instructions and many other things are also necessary, but the first essential is the tariff; and, it is not only requisite that tariffs be in the agent's possession, but, also, that they be filed

promptly upon receipt in the cabinet provided for that purpose, and in an orderly manner, as prescribed by the instructions with which each agent has been furnished. The law requires, and the proper conduct of the business of the station demands, that this be done.

Failure to observe the law in this, as in other respects, makes the carrier liable to its penalties, and, should there be any agents who are skeptical as to the intent of the authorities to enforce the law in this respect, their attention is called to the fact that recently a Federal Grand Jury returned indictments against several carriers for failure to post certain tariffs at stations.

It should also be understood that a tariff is not "posted" within the meaning of the law until it is placed in the filing cabinet "in ready reference order" and tariffs so filed or posted are thereafter required *to be kept* "in complete and readily accessible form."

Before tariffs or supplements are placed in the tariff file, and immediately upon their receipt, agents are required to write or stamp upon the title page of each publication the date upon which received by them and to keep and preserve a separate record by I. C. C. numbers and supplement numbers of the receipt of each tariff or supplement to a tariff, showing the date received and date posted. Instructions to this effect were issued in the Freight Tariff Department's Circular Letter No. 1522, effective July 15, 1915, and agents have been furnished with the necessary record book—Form 2016. Very clear and detailed instructions as to requirements for posting tariffs and maintaining tariff files have been furnished agents; the current instructions, as amended by latest rulings of the Interstate Commerce Commission, being now published in Supplement No. 10 to Tariff Index, I. C. C. No. 13828, and will appear in each reissue of the Tariff Index.

The plan of filing tariffs at stations adopted by this Company is simplicity itself, and has been explained in such detail that it is felt there can be no room for misunderstanding. The plan in its essential features is simply filing tariffs in the order of their I. C. C. numbers and thereafter properly maintaining the file by immediately filing new issues as received and removing those that have become obsolete. This does not, of course, mean that a tariff which has been superseded by a new issue is to be removed from the cabinet before the effective date of the new issue; the old tariff must be retained in the file until the superseding tariff becomes effective.

In order to maintain a proper tariff file it is necessary that a complete check of it be made upon receipt, each month, of the Tariff Index, or supplements thereto, and request made on Freight Tariff Department for tariffs, if any are required to complete files. The Tariff Index is so arranged that the tariffs required to be posted at any particular station can be readily determined, each station having been assigned a number, and the numbers of the posting stations appear in the Index opposite each tariff required to be posted at the stations designated. By glancing down the column in the Index headed "Index Numbers of Posting Stations," agents can readily determine which of the tariffs listed are applicable from or at their stations, and it is necessary that this check be made immediately upon the receipt of each issue of the Tariff Index or supplement thereto, in order to keep the files up to date.

The Interstate Commerce Commission's regulations only require that station agents post at their stations—

> "all of the rate * * * schedules which contain rates * * * applying from that station, or terminal or other charges applicable at that station, including the schedules issued by that carrier or by its authorized agent" and "cancellations of, additions to and reissues of such publications in ample time to thus give the public, in every case, the thirty days' notice required by the Act, or such other notice as required by the Commission in special cases."

It is therefore unnecessary and not desired that tariffs of foreign roads, which apply only *to or via* points on the Baltimore and Ohio Railroad, or tariffs of the Baltimore and Ohio Railroad issue which do not contain rates applying *from or at* the stations receiving same, be filed in the tariff cabinet at that station; but all tariffs which apply *from or at* the station, including tariffs of such

application issued by individual agents or by other carriers under a concurrence of this Company, are required to be filed. Tariffs issued by individual agents or by other carriers which contain rates applying from points on the Baltimore and Ohio Railroad are distributed by the Freight Tariff Department bearing its serial number in the "Agency Freight Tariff" series, and should be filed in the drawers of the cabinet assigned for agency freight tariffs in the order of the serial numbers assigned to them instead of the order of the I. C. C. numbers assigned such tariffs by the issuing agent or foreign carrier.

It not infrequently happens that tariffs are issued to become effective on dates which do not give the statutory notice of thirty days. In such instances lawful authority for shorter notice has been secured, but there is nothing in the tariff to indicate the length of such notice, and agents will have done all that it is possible for them to do to comply with the law and consequently relieve themselves of any responsibility thereunder if they will follow the instructions to post *all* tariffs immediately upon receipt.

The greatest possible care is taken to furnish agents with all the tariffs that should be posted at their stations, but no one is infallible and accidents will happen. There have been instances where envelopes which had been mailed with tariffs enclosed were received at stations with the contents missing, and there have been various other cases where tariffs have gone astray in the mail and the tariffs themselves have been returned to us later without envelopes, the envelope having in some way been lost or destroyed en route. In such cases we have no means of determining the agency for which the tariffs were intended. These, however, are comparatively rare cases, but as opportunities for oversight on the part of somebody do exist, there will be times when an agent will find upon checking the Index that there is some tariff which should be at his station which is not there. A request for such tariff should be made immediately, and in the meantime, a slip of paper of the tariff size, upon which has been noted the number of the tariff and a description thereof, as shown by the Tariff Index, together with date on which request for copy of the tariff was made, should be temporarily substituted for the missing issue.

In the current instructions regarding posting of tariffs, all reference to the previous requirement that "brief bulletin notices be posted from time to time to the effect that changes in rates on certain commodities have been made" has been omitted, as the posting of such bulletin notices is no longer required by the Interstate Commerce Commission's regulations.

The tariff inspectors report from time to time that the two copies of "Notice to the Public that tariffs are on file for public inspection" are not kept posted at stations as required by law, in some instances one or both of such notices being missing. It is important that this provision of the law, as well as the other requirements, be strictly observed, and if these placards become mutilated or lost, application for copies to replace them should be immediately made to the division superintendent.

The condition of station tariff files, as reported from time to time by the tariff inspectors, continues to show gratifying improvement. At many stations the files are kept in excellent shape, but at some stations are not maintained as they should be. In some instances this has been due to sickness, or other enforced absences, etc., and, in some few cases, apparently, to carelessness, but reports of the latter character are steadily on the decrease, and it is hoped they will soon entirely cease.

KEEP CARS MOVING

A standing car can earn no money to pay wages

KEEP CARS MOVING

Ticket Salesmanship

Human Nature.—Successful salesmanship is based upon an intimate knowledge of human nature. The main thing for a salesman to know is how to get along with people. As a general rule, a great deal depends upon the amount of interest you show in each transaction, especially in planning long-distance trips.

Efficiency.—Selling railway tickets is as important as selling boots and shoes or any other commodity. You never heard of a salesman selling one boot or one shoe—that's what you do when you fail to sell a round-trip ticket, if the purchaser intends to return. Selling round-trip tickets not only protects your company's revenue but saves soliciting at the other end.

In the ticket business, efficiency means securing the greatest amount of revenue possible from each transaction.

Organization.—The best way to organize your office staff is to hold schools or council meetings regularly. Hold them evenings. Exchange ideas. Make the meetings informal and discuss different subjects, for instance "Salesmanship," having one member of your staff act as salesman and another as purchaser. Other subjects "Organization," "Filing Systems," "Tariffs," "Routes" and "Fares."

In the larger cities invite your rate clerk to attend and discuss questions pertaining to his department.

Service.—Greet every customer as soon as he comes in; call him by name, if you can. Many customers are lost by not being politely accosted when entering an office.

Often a customer comes to the counter to secure a folder or to ask the time of a certain train and you can wait upon him at once without offending the first customer. If you have shown the right interest he will not object to the interruption. If you find it will take some time to wait upon the second customer, you can say "In a moment" and go back to the first customer.

Courtesy.—A dissatisfied customer may divert revenue amounting to many times your salary. In dealing with a patron of the Company, one discourteous word from any employe will throw out of gear the entire machinery for securing his future business.

Honesty.—Honesty in all your dealings goes without saying—but that's not enough! Add energy, courtesy and common sense. Common sense is the keynote of good salesmanship.

Cleanliness.—Customers like to be waited on by well-appearing, clean clerks. Clean faces, clean hands and finger nails, well-kept hair, clean linen and shoes, have as much to do with good appearance as good clothes.

Health.—Take care of your health. Energy is the salesman's greatest asset. You can't be energetic without having good health. Outdoor walking is one of the best means of preserving your health.

Interesting Facts.—Every railway company has its own advantages. Get from the engineering, operating or publicity department some interesting facts and talk them up. Railways spend millions of dollars on improvements, equipment, taxes, etc., and the public hear little about it.

Over $108,000,000 has been invested in block signal systems in Canada and the United States.

The railways of the United States and Canada spent over ten million dollars in newspaper advertising last year.

The railroads pay over $140,000,000 in taxes every year.

There are approximately one million, nine hundred thousand railway employes in the United States and Canada.

Cooperation.—All employes of the same Company must pull together. Wherever there is friction there is loss. Every employe of the Company has some good ideas and cooperation will bring them out. Even the office-boy has his point of view. Cooperate with employes of other departments. Ask them to advise you when they hear of anyone making a trip, and solicit the business.

Loyalty.—Without loyalty all the other qualifications are worthless.

Mailing List.—Keep a record of your clients' names and addresses and their favorite summer and winter trips. When you have suitable literature or circulars use this record as a mailing list. In the larger cities these names can be separated under different headings such as "Society," "School Teachers," "Atlantic Coast," "Pacific Coast," "Southern Destinations," etc.

Out of the Rut.—Conditions of travel are continually changing—new rail and steamship lines are opened up; new train service is inaugurated—and the public expect you to be up-to-date.

You should be an important factor in your community and help to ensure a friendly feeling between your Company and the public. This feeling must exist both for your own benefit and for the benefit of the Company you represent.

Before long, ticket "*clerks*" will be out of fashion and railway companies will employ only ticket "*salesmen.*"

Reprinted from Pamphlet issued by
A. G. Richardson, District Passenger Agent, Canadian Pacific R'y, Winnipeg, Man.

Remarkable Career of the Late Henry Gassaway Davis

News of the death, in Washington, D. C., on March 11, of Henry Gassaway Davis, reached us as the March issue of the EMPLOYES MAGAZINE was about to go to press. Hence we had neither time nor space in which to give more than a brief outline of the career of this remarkable man. And on account of his long and cordial relations with the Baltimore and Ohio, we are sure that our readers will be interested in a more intimate account of Senator Davis' romantic rise from a freight brakeman on one of our trains to a position of national political and financial power.

WHEN the Democratic National Convention of 1904 selected Henry Gassaway Davis as its candidate for the vice-presidency, as a running mate of Judge Alton B. Parker, there was much natural surprise that a man of eighty-one should be nominated for so important a position. Nation-wide curiosity about Mr. Davis was aroused, and newspaper correspondents were sent to his home in Elkins, W. Va., to write about the so-called "decrepit old man" who might become President of the United States. One of these correspondents reached Elkins early in the morning and as he was walking to the hotel, noticed a striking looking man, mounted on a spirited thoroughbred, riding down the street. He did not look to be over fifty, was six feet tall, straight as an Indian, lean, rugged looking, with a clean shaven upper lip and a close cropped beard. He smiled pleasantly as he returned the respectful greetings of numerous acquaintances, but there were no soft lines in his face. It was the face of the pioneer—of the type of man who pushed civilization across the Alleghenies, wrested untold wealth from rugged mountain sides and built bustling cities in what not long before had been the haunts of the bear and the deer.



MR. DAVIS IN THE LATE SIXTIES

Later in the day the newspaperman called at Graceland, the home of the nominee, and found that the man who had attracted his attention was Senator Davis. Cordial indeed was his reception and he soon realized that the

Senator, in spite of his rough early life and lack of education, was a polished gentleman, kindly in manner, but predominantly masculine.

"I've been too busy to grow old," Senator Davis said. "I've been saving that luxury for the years after I've retired. We are building a commercial empire here in these mountains, and after it is on its feet we will stop to take breath."

Senator Davis was a firm believer in present day opportunities for young men. Sitting on the veranda of his home, overlooking the busy city of Elkins, brought into being by his genius for development and organization, he said, with a gesture toward the busy scene below them:

"America is the paradise of democracy. Every young man down there in the mines, in the offices of the railroad, in the machine shops and in the stores, has a hundred opportunities where I had one."

Yet this democratic old gentleman, living like some feudal baron on a great estate overlooking a city brought into being by himself, and in which most of the inhabitants were in some degree dependent upon him for their livelihood, had begun his business career as a brakeman on a Baltimore and Ohio freight train.

Henry Gassaway Davis was born in the village of Woodstock, Maryland, on November 16, 1823. His father, Caleb Davis, a soldier in the War of 1812, had been a prosperous merchant in Baltimore but had suffered business reverses and moved to a little farm in Woodstock. Ill luck still followed him, however—the farm was taken away, some railroad contracts that he had undertaken resulted disastrously and he died, leaving Henry, then in his early teens, the breadwinner for the family.

Former Governor Howard, of Maryland, who lived in the same neighborhood, gave the family a home on his farm and Henry went to work as a farm laborer at twenty-five cents a day. Although his only schooling had been a few short winter terms at the county school, he insisted that his younger brothers continue their studies and he deprived himself so that the other boys might have the advantage of an education. Henry studied as much as he could under the direction of his mother, a woman of unusual attainments, but all through his long life felt keenly his lack of education and was a firm believer in higher learning—a belief that resulted, in the days of his prosperity, in the founding of Elkins-Davis College.

When the future senator and financier was nineteen years old, a family friend, Dr. Woodside, the superintendent of the new railroad that the Baltimore and Ohio had extended to Cumberland, offered him a position as a freight brakeman. The young man eagerly accepted this offer. He had felt the fascination of railroading and the work gave him more money with which to aid his mother and younger brothers.

As a brakeman he was vigilant and careful, and after a year's service he was made a freight conductor. One morning, a few months later, his chance came. A derailment occurred near Piedmont. In those days a derailment was a serious matter—wrecking equipment was unknown and an accident that would now cause a delay to traffic of only a few hours would then tie up the line for days. On the morning of the accident it happened that president Thomas Swann of the Baltimore and Ohio was a passenger on a train following the freight of which Mr. Davis was in charge. The work of the young conductor in clearing the line attracted the attention of the president, and a few days later Mr. Davis was awarded a passenger run between Baltimore and Cumberland.

His position as passenger conductor brought him into contact with many men prominent in public life, among them Henry Clay. The "Great Commoner" would travel by stage coach from his home in Kentucky to Cumberland, and then take the Baltimore and Ohio for the trip to Washington. Mr. Davis and Henry Clay formed an intimate friendship during these frequent trips—a friendship that was one of the great factors in shaping the future career of the young man, for from long conversations with Clay he became intensely

interested in politics and well schooled in the great national issues of the day.

When Mr. Davis was twenty-four years old, president Swann, who had been closely watching his work as conductor, made him a division superintendent. This promotion gave him the long desired chance to use his executive ability. His progress was rapid and in a few years he had become the president's right hand man.

Up to this time the idea of running trains at night had been looked upon as little short of madness. When twilight came the train made for the nearest station, and stayed there until dawn. Mr. Davis, however, saw no reason why trains could not be run at night, and although president Swann had no belief in the practicability of the plan, to satisfy the young superintendent he gave him permission to try it. Mr. Davis fitted up a large oil lamp reflector, the father of the locomotive head-light of today, and soon had trains running on a regular night schedule.

Keenly interested in his railroad work, Mr. Davis had at the same time realized the value of the natural resources of West Virginia, through which he passed on his daily runs. He was gifted with the foresight of the pioneer and developer—saw busy mines on lonely mountain sides, valuable water power rights in streams disturbed only by the leap of the trout, and bustling cities in quiet wooded valleys. Every cent that he could save from his salary was invested in West Virginia land, bought at prices varying from fifty cents to a dollar and a half an acre from owners who did not foresee the future of the country or realize the value of their holdings. In 1853, Mr. Davis, at his own request, was transferred to the position of agent at Piedmont—a place that he knew would be a natural gateway to the wonderfully rich country of West Virginia.

Shortly before this, Mr. Davis and Miss Kate Bantz, a daughter of Judge Gideon Bantz, of Frederick, Md., had been married. Mrs. Davis died in 1902, after nearly fifty years of happy married life. She was a faithful helpmate to the Senator and especially delighted in giving her attention to the many charitable enterprises in which he was interested. The Davis Memorial Hospital, at Elkins, is an appropriate monument to her memory.

After going to Piedmont, Mr. Davis did not remain long in the Baltimore and Ohio service, but resigned to enter the coal and lumber business with his brothers, under the firm name of H. G. Davis and Company.

Together they built up a thriving trade. During the Civil War they obtained large Government contracts and their business soon reached enormous proportions. The profits were invested in coal and timber lands in what is now Garrett County, Maryland, and in Mineral, Grant, Tucker, Preston and Randolph counties in West Virginia.

During the war our road suffered great lamage. Bridges, stations and equipment were destroyed, and at the close of the struggle, when the reconstruction of the entire system was begun, the firm of H. G. Davis and Company received large contracts for timber and coal from Mr. Davis' old employers, with whom he had always maintained the most friendly relations.

At about this time Mr. Davis suggested to Mr. Garrett, then president of the Baltimore and Ohio, that they, in partnership, build a summer resort upon the summit of the Alleghenies. Before the war he had purchased the ground upon which Deer Park, Maryland, now stands, and during the war had cut the timber therefrom. Together they built the hotel and cottages at Deer Park, and Mr. Davis also built a beautiful summer residence there for himself. In after years he often told, with a great deal of pleasure, of an interview he had with Mr. Garrett while the plan was under discussion. At the end of the interview Mr. Davis asked Mr. Garrett if the matter would be brought to the attention of the Board of Directors of the Baltimore and Ohio when they were next in session.

"Wherever and whenever I am present," answered Mr. Garrett, "the Board is in session."



"GRACELAND," THE BEAUTIFUL HOME OF MR. DAVIS, OVERLOOKING ELKINS, THE CITY WHICH HE FOUNDED

Having by this time amassed a fortune sufficient to secure his independence and position, Mr. Davis turned his attention to politics. He had been a loyal Union man during the war, had been in close business relationship with some of the Federal leaders and was naturally strongly Republican in his sympathies. So he became a Republican candidate for the legislature. However, he was defeated by trickery within the party, and, disgusted by this dishonesty, joined the opposition. In 1866 he was elected to the lower branch of the West Virginia legislature, as a Democrat. While serving there he was occupied principally with legislation concerning the financial system of the new-born state. Two years later he was elected to the State Senate, where he took a still more prominent part in financial legislation.

In 1870 Mr. Davis was a candidate to succeed himself in the upper house. His opponent was the Hon. W. H. H. Flick, one of the new state's leading Republicans. After a memorable campaign Mr. Davis won by a small majority, and by this victory over so strong an opponent became a leader of his party in the State Senate.

The importance of Senator Davis' work while a State Senator is sometimes underestimated. When he took his seat West Virginia was only three years old, and, as he was a leader in his party and a precedent maker, much of the credit for the firm and substantial state government should be accorded him.

Even during these busy political years Mr. Davis had managed to keep in close touch with his business interests, and had ever in mind the development of the natural resources of his state.

In 1870 he was elected to the United States Senate by an almost unanimous vote of the state legislature. Representatives of both parties voted for him—in fact, it has been said that he never held public office except by the votes of the opposite party. Mr. Davis was not strongly partisan. He was a "Protection Democrat,"—he did not believe in unlimited free trade.

Senator Davis served in the national senate for twelve years, his second term expiring in 1883. He devoted much

time to the study of transportation problems, monetary conditions, reforms in the business system of the treasury department and to the work of the department of agriculture. Perhaps his most important work was done on the old transportation committee, out of which has grown the Interstate Commerce Commission. He was also chairman of the committee on appropriations for two years. He never gained a reputation as an orator, being more useful in the less brilliant but equally important work of the committee room.

At the expiration of his second term, Senator Davis was offered re-election by his party, which was in power in West Virginia at the time, but declined, because his constantly expanding business interests demanded his entire attention.

As a young man Senator Davis had made many exploring and investigating trips in West Virginia, and he knew the country as did few others. His political career had enabled him to form friendships among prominent financiers and he was now able to obtain their help in making one of his early dreams—a railroad through the region southeast of Piedmont—a reality. Two years before he left the Senate this railroad, the West Virginia Central and Pittsburgh, had been begun, and at the time of his retirement had reached Fairfax Stone, on the summit of the Alleghenies. After his retirement he pushed the construction of the road through Tucker, Barbour and Pocahontas counties, connecting it with the Baltimore and Ohio on the western side of the mountains.

While engaged in this work, Senator Davis and his son-in-law, the late Senator Stephen B. Elkins, decided to found the city of Elkins, which has become one of West Virginia's most



HE LOVED A GOOD HORSE, HIS ONLY COMPANION IN THOUSANDS OF MILES OF EXPLORATION



THE DEER PARK DEVELOPMENT WAS FATHERED BY HIM AND JOHN W. GARRETT, PRESIDENT OF THE BALTIMORE AND OHIO FROM 1858 TO 1884

progressive municipalities. Senator Davis built Graceland, his beautiful country home, on the outskirts of the city, and, although during the later years of his life he spent much of his time in Baltimore and Washington, Graceland was always open.

Senator Davis continued as president of the West Virginia Central and Pittsburgh until 1902, when the road was purchased by the Gould interests and became part of the Western Maryland System.

The Senator's next railroad venture was the building of the Coal and Coke Railway, which was completed in 1906. When the work of laying out the road was started Senator Davis, then eighty years old, accompanied by his secretary and a party of engineers, rode on horseback over the 250 miles of rough country through which the road was to be constructed. A man who saw the party ride into Elkins after their trip said: "Senator Davis looked like he'd been restin' for a month, and every other man in the party was that fagged he was a-holdin' to the horn of his saddle to keep from fallin' off." It is said that while on the trip the Senator initiated the other members of the party into the mysteries of camp life, and took his morning bath before sunrise, in the icy waters of mountain streams.

The Coal and Coke Railway was built entirely with Senator Davis' own funds and he was its president at the time of his death.

Despite the fact that he was the leading spirit in gigantic business interests that would require the entire time of most men, and that he had declined re-election to the Senate, Mr. Davis found time to keep in touch with state and national politics. For many years he headed the West Virginia delegation to the Democratic National Conventions, and, in 1884, had a strong following who

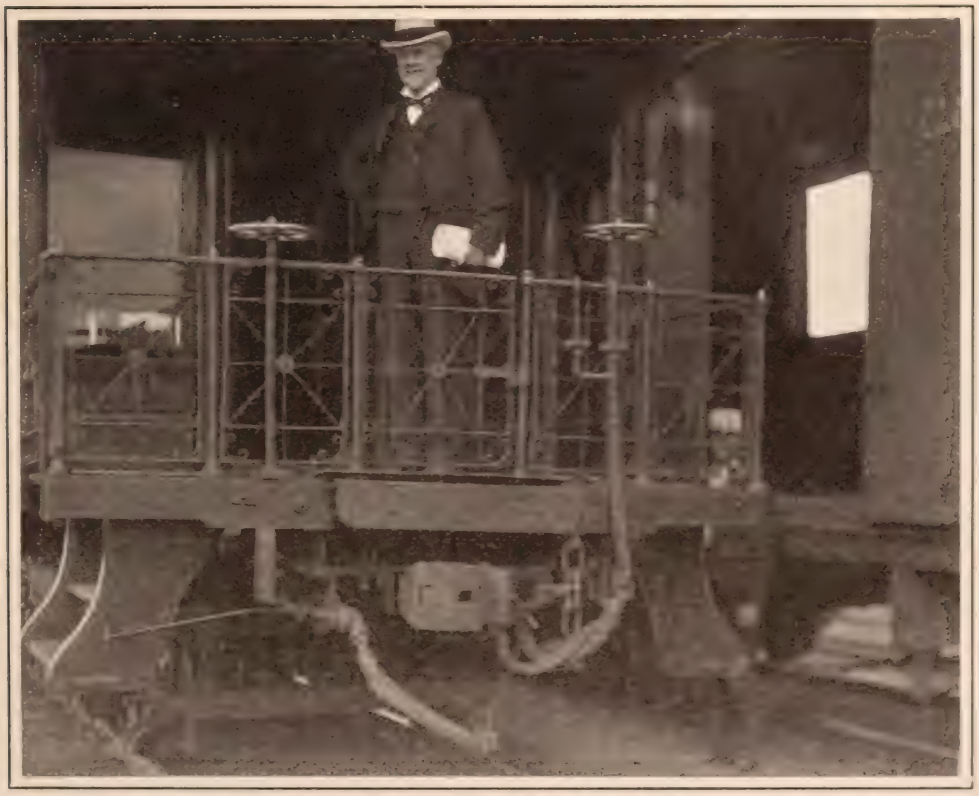
wished to make him a vice-presidential nominee. This honor Senator Davis declined. He was often urged to run for the governorship of his state and had almost decided to do so when, in 1904, there came an unexpected turn in political affairs.

In that year, as usual, Senator Davis headed the West Virginia delegation to St. Louis, the convention city. He advocated his Maryland cousin, Arthur P. Gorman, for the presidency. After a complimentary vote for Mr. Gorman, however, the delegation changed its vote to Judge Parker, who was chosen on the first ballot.

As his business affairs were pressing, Senator Davis left before the convention adjourned. But when he had nearly reached home he was greatly surprised to learn that he had been nominated for the vice-presidency. Mr. Davis did not want the nomination—had he remained at the convention it is more than doubtful if he would have accepted it. But as he had been named he felt that for the sake of his party he must run.

There was a crowd on the station platform at Elkins, waiting to welcome Senator Davis home and to congratulate him on his nomination. Perhaps the most enthusiastic person present was his old negro servant, who cheered wildly and called for speeches, especially for one from the late Senator Elkins, Mr. Davis' son-in-law, who was one of the party. So insistent was he that much to the amusement of the crowd, and especially of Senator Davis, Senator Elkins, a strong Republican, had to deliver an address of welcome to the Democratic candidate.

During the campaign of 1904, the Democratic nominee made many long railroad trips with the spellbinders of his party. It was on one of these that



SURVEYING HIS RAILROAD FROM THE REAR END OF HIS OFFICIAL CAR

our present third vice-president, A. W. Thompson, then superintendent of the Wheeling Division, had the pleasure of meeting Mr. Davis and forming a friendship with him which lasted until his death.

It is said that the Senator realized from the start that he was championing a losing cause in this campaign—but with commendable courage and loyalty, he put up a hard fight for his party, especially in his own state, only to lose it, however, in the tremendous Republican landslide that literally upset political traditions.

Besides holding public office, Senator Davis performed other valuable service for his country. He was one of the United States delegates who brought about the establishment of the Bureau of American Republics, and a delegate to the Second International Conference held in the city of Mexico in 1902. In 1901, he was appointed by Governor White as a member of the tax commission to revise the tax laws of West Virginia.

His philanthropies were many. He gave the town of Piedmont a handsome school building. In Elkins, Senator Davis and his brother gave to the Presbyterian congregation a beautiful church, a memorial to his parents. He also built an attractive frame church for the colored people of that city. The Davis Memorial Hospital at Elkins is another of his benefactions. Senator Davis remembered his struggles in the early years of his life, and the cares that had fallen upon his mother and her children, and always had a soft spot in his heart for the widow and the orphan. The Davis Child Shelter, at Charleston, is a visible result of his sympathies in this direction. In fact, almost every community in West Virginia was favored by his kindly interest.

In 1902 Mr. Davis, in conjunction with Senator Elkins, began the construction of The Davis-Elkins College, which was turned over to the Presbyterian Church and formally opened in 1904. In 1911, the college board of Presbyterian Churches in the United States agreed to endow the college with $100,000 if its founder would provide an endowment of equal magnitude. This Senator Davis agreed to do, and the college was presented with a permanent endowment of $200,000, thereby enabling it to do work equal to that of many of the nation's institutions of learning. Davis-Elkins is a monument to a man who was glad to give to others the advantages that circumstances had deprived him of in youth.

Senator Davis retained his vigor and mental keenness through his advancing years. "Uncle Henry," as he was affectionately called by his associates, was a frequent visitor in Baltimore, where some of his business interests had their headquarters. When in town he frequently called at the Baltimore and Ohio building, to pay his respects to president Willard and to other officers of our Company with whom he had pleasant social as well as business relations. Hanging in a prominent position in his Washington office is a photograph of Mr. Willard with the following inscription:

"From one of the youngest with great admiration and respect for one of the oldest and *best* railroad presidents, the Hon. Henry G. Davis.

With compliments of

DANIEL WILLARD."

The career of Senator Davis was significant in many ways. Although he was gifted with unusual foresight and favored by fortune in being so placed as to enable him to take full advantage of the many opportunities that came to him, it must be remembered that he was severely handicapped by lack of education and by the responsibilities that burdened him from early boyhood until long after he had attained his majority. The lesson of his life is the lesson that can be learned from the lives of all of our self-made men —that it is only by the hardest kind of work and persistent application that success is attained.

As an illustration of his capacity for work, it is interesting to know that within a few weeks of his death he was in close touch with the transportation situation, especially as it affected his business. The unusually heavy demand for coal had taxed the railroads to the utmost, and Senator Davis himself called upon our transportation officials, so that

through first hand knowledge of the situation and cooperation with our railroad, the very largest possible use of the available equipment could be obtained. In fact, we understand on good authority that in endeavoring to get into communication with Mr. Willard by telephone, Mr. Davis, while in Baltimore just before his fatal illness, was engaged in his last important business transaction.

Senator Davis was singularly representative of the intense individualist who dominated the business and political situation in the United States during the last half of the nineteenth century. He was one of the type of men so characteristic of that period, who, by their foresight, hard work and organizing genius were the principal factors in developing the vast natural wealth of our country.

Brakeman—Builder—Benefactor

A Tribute to the Late Henry Gassaway Davis, Who Began His Business Career on the Baltimore and Ohio

By James T. Doyle

HENRY GASSAWAY DAVIS was born on November 16, 1823, and died on March 11, 1916. During his long life he was successively a railroad brakeman, a railroad magnate, a statesman and a philanthropist. He has passed from the scenes of his earthly labors, but his deeds and his works survive and live after him; so shall the memory of the man, enshrined in the hearts of other men.

The career of Mr. Davis is a striking exemplification of what may be accomplished by him who makes efficient use of his intellect, hearkens to the call when opportunity knocks upon his door, and faces the world with faith, hope and courage, and with an unconquerable determination to win.

"Whatever is worth doing at all is worth doing well." This was his maxim. By it his actions were ordered and governed, and its practice carried him from the brake wheel of a freight on the Baltimore and Ohio Railroad to the ownership of a private car in which he travelled on the rails of his alma mater and those of his own road. "I attribute my success," he frequently said, "to the training, the experience and the inspiration I received on the Baltimore and Ohio. It gave me my first opportunity and it is but natural that I should hold it firmly and warmly in my affections."

Born mid humble surroundings, with no silver spoon in his mouth, and reared in the travail of poverty and privation but sustained by inherent pluck, buoyancy and perseverance, fortified with cleanliness of mind and heart and buttressed by robust health and physical vigor, this man forged his way to affluence, to fame and a seat among the mighty, participating in the councils of the nation as a senator of the United States, and shaping its affairs; and to, what he esteemed of greater value, the respect and love and trust and reverence of his fellowmen in general, and especially, in a superlative degree, the yeomanry of his beloved West Virginia, whose affection will be more enduring than effigies of stone, or tablets of brass imposed upon slabs of marble.

Mr. Davis was a native Marylander, having been born at Woodstock. His father was Caleb Davis, a soldier of the War of 1812. The latter was in turn a country storekeeper and farmer, but was unsuccessful. The mother's maiden name was Louisa Brown. She was a sister of the mother of the late United States Senator Arthur P. Gorman, who was, therefore, first cousin to Mr. Davis.

Mrs. Davis' father was a soldier of the Revolution.

Caleb Davis died when Henry was fifteen years old and upon him, the oldest of the boys, and his spartan mother, devolved the burdens of the situation. Governor Howard gave the widow and children a home on his farm and paid Henry twenty-five cents a day for his labor. The boy's opportunities for education were, therefore, meagre, but he insisted that his two younger brothers be kept at school. He remained on the farm, meanwhile becoming the farm manager, until the position of brakeman was secured in 1842. The Baltimore and Ohio had just been opened to Cumberland. Within a year, due to his energy and fidelity, he became a freight conductor, and shortly thereafter, his zeal and intelligence, witnessed on one occasion by the president of the Company, brought promotion to the passenger service. All passenger conductors might profitably emulate the example of Henry G. Davis and take him as a model. Assiduous in the performance of his duties, by courtesy and urbanity he attracted patronage to the railroad, meanwhile making for himself a host of friends. Among these was Henry Clay, the distinguished United States senator from Kentucky. Mr. Davis had exhibited in all his relations with the Company and with the public an ability of so exceptional an order that at the age of twenty-four he was appointed superintendent of the road.

The young man's rapid advancement is easy of explanation: It was the result of study, preparation, thoroughness and application. He was always equipped and ready for the job next ahead. In emergencies he knew what to do, how to do it, and lost no time in the doing. While serving as superintendent he instituted night service. President Swann raised objections when the movement of trains after dark was suggested, but the cogency of the young superintendent's arguments finally won his consent to a try-out. Needless to say, through the persistence of Mr. Davis, night trains had come to stay, and Mr. Swann became a convert.

Meanwhile Mr. Davis, observant and discerning, had been quietly exploring the country between Cumberland and the Cheat River, and accumulating information concerning it. The extension of the railroad had been gradually proceeding until 1853 when Wheeling was reached and the meagre development of the intermediate territory confirmed Mr. Davis in his belief that its natural resources were potential. His savings had been invested from time to time in coal and timber lands along the courses of the Cheat River. He regarded Piedmont as the gateway to a section superabundant in latent riches and beyond this gateway his prophetic vision conjured up an empire to be created by energy and thrift. He became obsessed with the notion that he was to be the genius of that empire; and that he might be in closer touch with it relinquished his railroad superintendency and took the Company's agency at Piedmont.

Apparently seeing far into the future, Mr. Davis continued to put every dollar that he could raise into lands. For much of it he paid seventy-five cents and even as low as fifty cents an acre. Soon his holdings had grown so enormously that he was constrained to devote his entire attention to them, so he established with his brother William the firm of H. G. Davis & Bro., for the conduct of the coal and lumber business.

This marks a distinct epoch in the career of Henry G. Davis and thenceforward his business interests and their ramifications advanced and spread with amazing rapidity. The story, properly and fully told, would read like a romance, but in a magazine, merely the most shadowy sort of skeleton is permissible. Many separate chapters would be required to portray the scenes of activity attending the baring of West Virginia's hidden wealth and rendering it useful to mankind, the opening of vast coal mines with daily capacity of thousands of tons; the hewing a way through the virgin forests and the erection of gigantic sawmills; of the construction of railroads, the West Virginia Central and Pittsburgh, the Piedmont and Cumberland, and the Coal and Coke road; the building of towns; in short, transforming a wilderness into a hive of industry; converting

brush and brake into a smiling garden and making it to blossom as a rose.

Man is known by his works. He who makes to grow two blades of grass where but one grew before earns a place among the benefactors of his race. Therefore, when one looks over the geography and the topography of West Virginia where once was heard "no sound save that of the eternal silence;" when one beholds cities and towns that were not; the mines and mills that existed only in the vision of him who brought them into being, and the teeming multitudes of human beings living in that land of plenty, attracted there and directed and enthused by his inspiration, one cannot but exclaim "Whoso wrought this was a colossal genius."

An essential feature of the development of the Davis coal properties in the upper Piedmont field was the West Virginia Central Railroad. In building this road Mr. Davis had associated with him a goodly number of men who had served with him in the United States Senate, and as a consequence it was known as the statesmen's railroad. Among these were senator James G. Blaine, senator Stephen B. Elkins, senator Arthur P. Gorman, senator William Pinkney Whyte, senator William Windom of Wisconsin, senator Thomas F. Bayard of Delaware, and Richard C. Kerens of Missouri, ambassador to Russia. Nearly all of them were connected with the company when it passed into the hands of the Gould group of financiers of New York in 1902. A journey over the road will reveal the fact that each of them was honored by having a station named after him.

Subsequent to the sale of the road, Mr. Davis undertook and completed the Coal and Coke road, of which he was president at the time of his death. His activities continued up to his last illness. He always insisted that he would never "rust out."

It may appear strange to say that Henry G. Davis never cared for the glamor of public life, but it is a fact, nevertheless. A leader in the State senate of West Virginia, twelve years in the United States Senate, and nominated a few years ago by his party for the vice-presidency of the United States—these honors were thrust upon him. Not seeking, he accepted them as a civic duty, and he performed this duty with the characteristic zeal that brakeman Davis displayed on the Baltimore and Ohio a generation previously. To him a more agreeable avenue for the exercise of his energies was found in the development of timber tracts and the building of railroads.

Where abundance is, there, also, is distress and poverty—an anomaly that has existed since the beginning of the world. Is it because the Master wished to afford an opportunity for the practice of the greatest of the three virtues—Charity? Who knows? At all events Mr. Davis was no niggard in this respect, as is attested in a score of towns throughout West Virginia. The objects of his benevolence are too many to be enumerated. One of the most important is a modern hospital which he built at Elkins and named in honor of his deceased wife, with whom he had lived for half a century. It cost $110,000. Another institution in which he took a deep interest was the Children's Home Society at Charleston, to which he gave a handsome building and the first of every month a hundred dollars. He built splendid schools and churches almost without number, manifesting in this way his patriotism and his reverence. The Davis-Elkins College, built on a thirty acre site at Elkins, was the joint philanthropy of Mr. Davis and Mr. Elkins, his son-in-law.

Every man is his own architect, and by the edifice which he reared, the monuments of his industrial achievement left behind, in the building of which thousands of people secured for themselves profitable employment, abundant sustenance and happy homes, and which will continue to be enjoyed by posterity for the ages, Mr. Davis must be adjudged a great man.

And when one visits town after town and sees schools presented as free gifts to the people for the education of their children, hospitals for the care of the sick and the maimed, and homes for the indigent, and especially for orphaned

little ones, the verdict must be that he was a good man.

On the east front of the Baltimore and Ohio's Union station at Washington is an inscription carved out of the marble. The writer, who had known Mr. Davis for thirty years, saw it for the first time a few days ago, and was impressed by its sublimity. It occurred to him also that the beauty, the patriotism, and the religious fervor united in the thought, found a parallel in the life of Senator Davis. This inscription reads:

"Let all the ends thou aimst at be thy Country's, thy God's and Truth's. The noble, and the nobleness of other men, sleeping but never dead, will rise in majesty to meet thine own."

Rebuilding a Maryland Farm

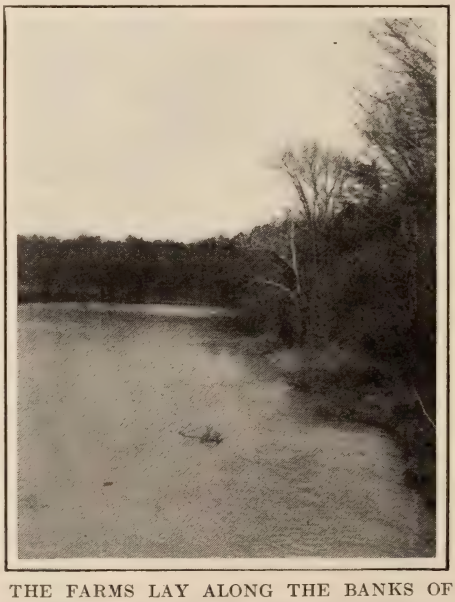
By O. M. Kile

"Better stay away—a farmer can't make a living here," advised a neighbor. But Mr. Wishard, by scientific methods, proved that a farmer can more than make a living out of a Washington County Farm

NINE years ago, Mr. John I. Wishard bought his first farm in Washington County, Maryland. "Better stay away, a farmer can't make a living here," advised his new neighbor just across the road. And from all outward appearances the neighbor seemed to have the situation sized up about right. Buildings were dilapidated, fences down, roadsides grown up with weeds, and a general gone-to-seed atmosphere dominated the landscape.

Mr. Wishard smiles now when he remembers the advice he did not follow. And he can well afford to smile, for he is now the owner not only of the original farm, but of the farm of his neighbor who "couldn't make a living." The latter sold out and moved to town four years ago.

But Mr. Wishard did not follow the farming methods in general use in the neighborhood at the time he purchased his original farm. Then a bare half dozen of the score or more of farms lying along the beautiful Conococheague Creek, out from Hagerstown, were paying running expenses and enabling the owners to pay taxes and keep up the repairs. The lack of productive powers of the "slate lands" of that region was loudly and generally berated.



THE FARMS LAY ALONG THE BANKS OF BEAUTIFUL CONOCOCHEAGUE CREEK

The opportunity was present all the time, however, the only thing lacking



SUCH CORN IS GROWN ONLY IN CAREFULLY TREATED OR RICH NATURAL SOIL

was the breadth of vision necessary to see it. This was supplied by Mr. Wishard. He saw that the land had inherent good qualities, good growing seasons, and ready accessibility to excellent markets—all that it needed was proper management. When Mr. Wishard took possession of the farm of 220 acres, fewer than fifty acres were in good tillable condition. All the bottom lands were swampy and for the most part covered with underbrush. Old fashioned worm rail fences characterized the place. The fields were cut up in every direction by ditches and gulleys, and one of the present fields was then in seven distinct fields.

Mr. Wishard realized that the first and most essential need of the soil was organic matter, so he immediately purchased some cattle to feed through the winter in order that he might have the manure to add to the soil. The increase in flesh just about paid for the feed and care, and left the manure as profit. This practice has been kept up each year.

Mr. Wishard understood, however, that in order to build up the soil rapidly he needed something besides manure—he must have vegetable matter to add to the soil, preferably leguminous crops with their nitrogen properties. So, he set about growing clover. This necessitated the application of lime, for most of the land in that section was "sour" and forty to fifty bushels of burnt lime per acre was applied. In order to get a good crop of clover, a liberal application of a high grade complete fertilizer was used.

"My rotation system is corn, followed by wheat or oats for two seasons, followed by clover and timothy. Fertilizer is applied at the rate of 200 pounds upon the wheat or oats in the fall. I expect to do top dressing this year," said Mr. Wishard, in explaining his methods. "Complete fertilizers give the best results, in my opinion, and I believe in using high grade goods. I don't believe a farmer can get along without fertilizers, and I believe in taking good care of the organic matter, draining and liming, so that the

fertilizers can do their best work. Now that I have drained, limed and provided organic matter for the soil, I plan to increase the applications of fertilizer because the best results will then follow."

Yields of wheat on this farm were formerly eight to ten bushels per acre, and other crops in proportion. It was impossible to grow clover and the poor meadows made live stock unprofitable. Seventy-five bushels of shelled corn per acre is now an average crop on the two Wishard farms. Oats yielded seventy-one bushels to the acre last year and wheat usually averages twenty-five to thirty bushels. Mr. Wishard keeps very careful records and takes pardonable pride in figuring out that land which a few years ago sold for thirty dollars per acre is now paying good interest on a valuation of seventy-five dollars per acre.

No—thank you, he doesn't care to sell, but he still has a few neighbors throughout Maryland and Virginia who prefer to farm in the "good old way"—or else to sell out and move to town.

Baltimore and Ohio Men First to Transact Railroad Business by Telephone Across Continent

THE officials of our Company who attended the banquet of the Cumberland Chamber of Commerce, held in the Queen City Hotel on the evening of March 13, made the evening quite a Baltimore and Ohio affair. After the 200 guests had enjoyed an elaborate menu, J. E. Boisseau, publicity manager of the Chesapeake & Potomac Telephone Company, gave a short account of the invention of the telephone, and of its development to its present high efficiency. There was an ordinary desk telephone on the speaker's table and each guest was provided with a receiver. When Mr. Boisseau had concluded his remarks he proceeded to get in communication with San Francisco. Pittsburgh was the first connection; then in quick succession came Chicago, Omaha, Denver, Salt Lake City, Winnemucca, Nev. (a test station), and San Francisco.

When connection was made with the Chamber of Commerce of San Francisco, J. R. Bell, our Cumberland Division freight agent, sprang a surprise on the other guests. He had arranged to have H. C. Piculell, the Pacific Coast representative of our road, on the Frisco end of the wire. Mr. Piculell asked to be allowed to speak with H. R. Lewis, our general freight agent, who was a guest at the banquet. The two Baltimore and Ohio men talked of the citrus fruit and car shortage situations on the coast for some minutes, greatly to the interest of the other diners. Mr. Piculell said that our road, because of extensive improvements, is becoming more and more popular with the coast shippers. He also wanted to be remembered to "Jim" Bell, and the other Baltimore and Ohio men present.

This, so far as we know, is the first business transcontinental telephone conversation between railroad men on record. So, through the efforts of Mr. Bell, we have added another to the already long list of Baltimore and Ohio "firsts."

In this connection it is interesting to remember that our road was the first along which the "whispering wires," as the Indians called the telegraph wires, were strung. The line was constructed along our road from Baltimore to Washington. From Baltimore to Relay the lines were laid in conduits, but when the Thomas Viaduct at Relay was reached, some other method of carrying the wires

had to be devised, so they were strung on poles. So successful was this method that it was followed for the rest of the distance to Washington. The first telegraph message, the immortal "What hath God wrought," was sent by Prof. S. F. B. Morse, the inventor of the telegraph, from the old Mount Clare station (still standing) to Washington, on May 24, 1844. The telegraph line remained in our control until 1887, when it was purchased by the Western Union Telegraph Company.

After Mr. Lewis and Mr. Piculell had finished their conversation, connection was made with the executive mansion of the governor of California, at Sacramento, and, as Governor Johnson was unavoidably absent, greetings were exchanged between his secretary and Judge Ferdinand Williams, the toastmaster of the banquet.

Superintendent Cahill had his men make a special effort to avoid annoying the diners by any noise. Although the Queen City Hotel is very close to our main line tracks, few of the diners were aware when trains arrived and departed. Mr. Cahill was heartily thanked for his efforts in this direction.

Among the Baltimore and Ohio men present were H. R. Lewis, general freight agent; J. R. Bell, division freight agent; M. H. Cahill, superintendent of the Cumberland Division; J. Hampton Baumgartner, publicity representative, and H. O. Hartzell, assistant general industrial agent.

Mr. Scoville Urges Renewed Interest and Effort in Safety Work

E. R. SCOVILLE, chairman of the General Safety Committee, addressed the Safety meeting held at Mount Clare shops at the noon hour of March 15. The speaker was introduced by John Hair, special representative of the Safety committee.

"I have been in the employ of the Baltimore and Ohio for thirty-six years," said Mr. Scoville, "and for the last two and one-half years have been engaged exclusively in Safety work. I feel that I am particularly well qualified to speak on Safety in connection with shop work, as I have spent a great deal of time in shops, and have always been very fond of mechanical work.

"On our railroad we have seventeen divisions and each one of these divisions has a Safety committee, which meets once every month. Since taking up the duties of my present position, I have not missed one of these meetings, and therefore have had brought home to me more strongly than have most of you, the tragedy of the great numbers of employes who are unnecessarily killed or injured.

"How do these injuries occur?

"Just let me tell you how one accident, which cost the lives of four men and severely injured four others, happened, only a few days ago. An evangelist was holding a meeting at one of our shops and so many men wanted to hear him that it was impossible to hold the meeting indoors. So the evangelist spoke in the yard of one of the shops. There was a rush for vantage points, and eight men, in spite of the warning of the foreman, climbed on to the top of a "hot-well"—a tank filled with boiling water. When the evangelist had finished speaking, there was a rush to get back to work and during this rush the roof of the hot well

collapsed, dropping the men into the boiling water. Before their fellow workmen were able to get them out, four were dead and the other four terribly scalded. This one incident of thoughtlessness is typical of the cause of many of the daily accidents on our road.

"The Company is doing everything possible to improve working conditions and eliminate, or at least reduce, the number of injuries. In 1914 the Safety committee suggested 9,000 improvements on the System. The Company made ninety-two per cent. of them. In 1915, 17,000 improvements were suggested and ninety-six per cent. of them made. I read the Safety reports of other railroads and feel satisfied that this is a record that has never been equalled on any other road. Yet, last year there was an increase in the number of employes injured.

"Ninety-three per cent. of these injuries were unnecessary! The Company feels that it is doing all that it can do to improve working conditions and to safeguard its employes. Our great problem now is getting the men interested in Safety work. We are doing everything that we can toward that end. Recently we purchased a motion picture play entitled "The House That Jack Built," which, in an interesting story, shows how carlessness leads to injuries and the effects of this carelessness on the injured men and on those dear to them. This picture will be shown all over our lines, and we hope that it will do great good.

"At Mount Clare for the last three years there has been an average of five injuries a day. This means that when you men come to work in the morning you know that five of your number are going to be more or less seriously injuried during the day. Is not this enough to make you take every precaution—to make you take advantage of every safeguard provided for you by the Company? Not long ago Dr. Randolph spoke to you, telling you of the number of eye injuries he had been called upon to attend. In his speech he said that the only sure protection from these injuries was the use of goggles whenever work dangerous to the eyes was being performed.

"These goggles are furnished to you without cost. We have done all we could do to give the men goggles that are satisfactory and comfortable. The first goggles we had were not satisfactory. They were of the wire mesh type and excluded thirty-three and one-third per cent. of the light. So we bought other goggles—the best obtainable. In spite of this there were eight injuries last month that could have been prevented by the use of goggles, and so far this month there have been eight other injuries of the same kind. The Company is now contemplating the purchase of a new adjustable goggle, more expensive than the ones we are now using, but we do not mind that. If the goggles are more comfortable and more men will wear them, the Company is willing to pay the increased cost. In fact, we feel that the large sum of money that has been expended on Safety work in the last two and a half years has not been spent in vain if it has been the cause of saving even one employe from injury or death."

Chicago Employes Form Social and Safety Club

THE Baltimore and Ohio Railroad Safety and Social Club, composed of Chicago employes of our road, was organized at Bessmer Park Auditorium on February 28. A large number of employes responded to the call for the meeting.

The chief objects of the Club are good fellowship, and the more general observance of "SAFETY FIRST" methods. The Club will try to show its members why rules are often "born" as a result of accidents, and why they must be read, understood and observed.

The Club will hold many social events, which will bring the men and their families together and help create a friendly and fraternal spirit.

The following officers were elected: President, Henry Bergesty; vice-president, Herbert Blake; secretary, Arthur P. Wenslaff; treasurer, G. A. Strouse; secretary and advisory counsel, Thomas H. Berry; sergeant-at-arms, Gust. Wenslaff.

Alcohol vs. Efficiency

Part of an Address on Sanitation and the Effects of Alcohol, Recently Delivered in Baltimore by Dr. E. M. Parlett, Sanitarian

IT has been said that Public Health is the foundation upon which reposes the happiness of the people and the power of a nation. This might be amplified so as to include efficiency and loyalty in the industrial world.

When one stops to consider the splendid achievements among wage earners in the United States from welfare activities now-a-days promulgated, this appeals with forceful conviction. As evidence of this assertion, the Baltimore and Ohio Railroad, one of the largest industrial corporations in the United States, has for the past several years made an intensive study along the lines of health promotion and disease prevention, and has only recently permitted certain gentlemen to go out upon the road emphasizing the dictum of health and welfare with particular stress on the structural changes, organic derangements and moral delinquency arising from the use of alcohol.

When it is realized that there are 30,000,000 wage earners in the United States who lose an average of nine days during the year on account of disability brought about by conditions under which men and women work and live, and from excesses, drugs, etc.; and that in the United States, among a population of approximately 100,000,000 souls, there are 3,000,000 sick beds occupied at all times, one must pause to consider the colossal economic and social loss to the community by virtue of ignorance and willful neglect of fundamental health laws.

It is certain that there is an increasing waste of vitality and life among wage earners, and other classes, in the United States and that this waste is becoming a national menace. It is equally certain that the foundations of the so-called degenerative diseases are laid in early adult life, and in a vast majority of instances these diseases are so insidious in their progress that the victims themselves are frequently unaware of their presence until discovered at the time of physical examination by physicians for life insurance, or for some other reason.

Here it is proper to pause and make a plea for individual periodic physical examination, with the idea of detecting incipient disease and correcting it before it has made notable progress, just as the average person is now educated to go to his dentist every six months to have his teeth properly attended to, with the idea of preventing structural loss and disease.

Coincident with the waste of vitality and life in the United States there is a declining birth rate and an increase in crime, pauperism, insanity, homicide, vice diseases and the consumption of alcoholic beverages and habit-forming drugs.

In other countries, where the consumption of alcohol and habit-forming drugs has been on the decrease for the past score of years, it is worthy of note that the social

tendencies above mentioned are improving.

While it is true that the mortality rate among even moderate drinkers is high in old age, it is the highest of all at that period of life between forty and fifty years of age—the very prime of life, when the victim means most to his family and the community.

Broadly speaking, insurance investigators in this country tell us that those who drink but two glasses of beer, or one glass of whiskey, a day, exceed the expected mortality by eighteen per cent.; that those who drink two glasses of beer, or one glass of whiskey, a day, with occasional excesses, exceed the expected mortality by fifty per cent., and that those who more frequently indulge, but are acceptable as standard risks by insurance companies, exceed the expected mortality by about eighty-six per cent.

Alcohol is a drug, a narcotic or sleep producing drug, and is classed with drugs such as chloroform, ether, opium, etc. In the stomach it is decomposed into acetic acid and aldehyde, and has a structural degenerative effect upon all tissues with which it comes in contact, which practically involves the entire organism.

In its action on the brain, alcohol illustrates two very important general laws. The one first and most important is the Law of Dissolution. The drug affects progressively, and in sequence, functions from the highest to the lowest. Those first affected are the highest in development; that is to say, those that are last acquired and the last to appear in the species; and the next affected are the next to the highest, and so on progressively until finally the first of all to be acquired in man from the standpoint of evolution (the functions of respiration and circulation) are stimulated, depressed and then destroyed.

Another great law is that those drugs which in moderate doses stimulate the functions of the brain, in large doses paralyze it.

Any one who is familiar with the effects of chloroform and ether anesthesia will understand and appreciate the identical brain effects following the use of alcohol, for the first stage is called the exciting stage, when the drug has its primary stimulating effect, which is soon followed by the stages of depression, hypnosis and narcosis.

Because of the general brain depression following the use of alcohol, the abolition of the reflex centres of the brain and spinal cord, certain accidents such as falls, which would ordinarily kill a sober man, do not kill a drunken man because these brain and reflex spinal cord centres governing the vital functions of respiration and circulation are practically dormant and are not affected by such injuries.

From the foregoing one may easily understand why crime, assaults and other acts of violence, and absurdities, are committted; practically all being done during the early stage of excitement under the use of alcohol, when reason, judgment, repression and self control have been abolished.

One of the chief effects of alcohol on the system is its hardening effect on the tissues of the circulatory system. Moderate indulgences of alcohol over prolonged periods will so harden arterial walls that they will become veritably as brittle as pipe stems and sometimes under mild exertion the very small and delicate end-arteries of the brain, which have lost their resiliency and elasticity, burst, the hemorrhage resulting causing paralysis—and, if extensive enough, apoplexy and death.

The blood stream itself, inhabited by white and red corpuscles, comes in for considerable abuse from alcohol. One of the most interesting things in the study of physiology is the white corpuscle. Following germ invasion and injury of any kind, the white corpuscles are stimulated to increased activity and numbers and, by an astounding phenomenon of nature, arrange themselves in battle array for the destruction of germs and poisons, or wherever there is a point of irritation in the body. They have the unique power to counteract poisons and toxines, to share in the process of immunity and to digest live organisms of disease. They are volunteers who spring up in arms at the first call to danger, and are mobil-

ized by mother nature at the point of attack. Though many of them are killed in the fray, still, if the invading organisms are not of exceptional virulence or strength, they successfully ward off or defend us against the contraction of disease. To watch under the microscope these white cells changing shape and working their way through the blood vessel walls and tissues to the point of irritation is to marvel at the wonderful achievements of nature,—for this is just what these white blood corpuscles do in fighting disease.

If we had followed the much talked of policy of preparedness by living a clean life, the strength and numbers of these white blood corpuscles might always be sufficient to repulse the attacks of disease and ward off dissolution and death far beyond the period of the present age of life expectancy. For it is a clinical fact that alcohol has a decided destructive action on white corpuscles, as well as on red corpuscles.

Time forbids a more lengthy discussion of this most important subject, but it might be well to say hurriedly before dismissing it that such diseases (degenerative diseases), all self-inflicted and preventable, such for example as chronic inflammation of the stomach (so-called drunkard's dyspepsia) and sometimes ulcer, followed by cancer of the stomach, hob-nailed liver, gout, neuritis, Bright's disease, paralysis and such forms of insanity as mania, melancholia, and homicide tendencies, are the direct and indirect results of alcoholic and drug addiction; and it might be well to mention that the use of alcohol predisposes to consumption, pneumonia, typhoid fever and other diseases, by lowering vital resistance, contributing materially to accidents, assaults and crime and renders (particularly on Saturdays and Mondays) men unfit in hazardous occupations, increases the danger from anesthesia, has a degenerating effect on the germ plasm of the male, and is directly or indirectly responsible for the large number of idiots, imbeciles, degenerates and perverts,—epilepsy and structural degenerative defects in the offspring increasing the death rate among the infant progeny of alcoholics enormously.

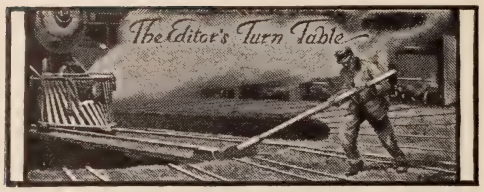
One death in every twenty adults, or one death in 7.5 male adults, is attributed either directly or indirectly to the use of alcohol.

With 400,000 deaths annually in the United States from degenerative diseases, a large proportion of which may be attributed to the increasing consumption of alcohol and habit forming drugs, it is thought that the time has arrived to impress upon the public the facts and the urgent need for remedial action. It is of immense importance to the individual and State, to the employe and employer, to understand the causes of so much sickness and death and thereby to increase the opportunity for corrective action and mutual cooperation in this direction, to the end that efficiency and good health among wage earners and other classes may result.

In the interests of industrial welfare and health promotion among employes of every rank, the present campaign on sanitation and disease prevention is making immeasurable strides and is receiving the hearty support and commendation of the official and employe body of the Baltimore and Ohio Railroad.

Everyone who indulges in alcohol even moderately runs the risk of being injured, morally, mentally and physically, and as every child has the right to be well born, so every individual has the right to succeed in life's work. In so far as the Baltimore and Ohio Railroad employes are concerned, there will be no stone left unturned by the management to insure the highest loyalty, ability, efficiency, comfort, safety and health of the employes. The full and active cooperation of each of the over seventy odd thousand employes of the System is necessary to the attainment of this desirable end.

And lastly it is not to be forgotten that as collateral excesses of alcoholism, vice diseases, with their multiple complications and calamities, present one of the most sordid aspects of modern life, spelling disease, degeneracy, delinquency and dependency, endless sorrow, suffering and death to countless thousands of unfortunate victims.



Baltimore and Ohio Employes Magazine

ROBERT M. VAN SANT, *Editor*
ARTHUR W. GRAHAME, *Associate Editor*
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GEORGE B. LUCKEY, *Staff Photographer*

It Will Get You if You Don't Watch Out!

THERE is a certain malady prevalent these spring days, from the effects of which thousands are suffering. Its symptoms are alarming, its tortures excruciating and its effects deadly. Perhaps you are suffering with this dangerous disease and do not know what is the matter with you.

When you look out of the window on awaking in the morning, does the panorama of roofs and chimneys change to a vista of tumbling trout brooks or placid bass lakes? Do you feel a disinclination toward all kinds of useful labor—a loss of interest in such sordid things as the pursuit of fame and fortune? Do your feet seem to drag when you walk and your hands instinctively seek your trousers' pockets? Do the girls' pictures on the covers of the magazines take your thoughts back to the days of your first love? Above all, does a hand organ, smashing out melody at the curb, cause you to "stop, look and listen" and make you forget the errand on which you are bound?

Yes? Then spring fever has you in its clutches. There is only one sure remedy. Take a day—

At this point the writer, who had been ailing for some days, apparently suffered a particularly acute attack of the malady which he was discussing. This uncompleted treatise on the dread disease was found on his desk, and he was last seen at the information desk in Camden Station, asking to be informed near what station (not less than fifty miles from Baltimore) he could expect to find good trout fishing.

Cocktails and Shrapnel

SOME manufacturer of booze tools for the home is turning out cocktail shakers made in "exact facsimile" of the shrapnel-shell cases Europe uses. These trig implements of destruction are shown in one of New York's Fifth Avenue shop windows as an attractive "novelty" for shoppers. The people who thought of adapting shell cases to booze have grasped a profound symbolism. The cocktail is about as deadly an explosive as the shrapnel, only its time fuse is rather longer. We hardly expected the liquor folks to advertise this resemblance—*Collier's.*

A Beautiful Sermon

WHEN Mark Twain received an invitation to dine with the German Emperor, his little daughter Jean looked up and said, most solemnly, "If this goes on much further there won't be any one left for papa to get acquainted with but God." Many a truth of wide application is unconsciously spoken by a child. And yet getting acquainted with God is held in some minds as a mere matter of good form. A novelist describes the religion of one of his characters by saying, "She had God on her visiting list."

Religion is too often a matter of fashion or convention; it is for occasion, but not for practice.

How far afield is all this from Jesus' beautiful figure of God making His home in the human heart, "We will come unto you and make our home with you." The thought is built on our attitude toward God, though, "If ye love me ye will keep my word." First love, then fulfilling love's obligation is to practise the presence of God.

The phrase harks back to Brother Lawrence, a lay member among the barefooted Carmelites of Paris. From the moment of his conversion he grew eminently in the knowledge and love of God, endeavoring constantly to walk *as in His presence.*

How may we practise the presence of God?

First—We keep His word, we practise His presence, when love sends us to prayer, to put ourselves *as in His presence.*

Dr. Jowett has referred to the distractions of the mind in prayer, saying it required all his will for silent communion. Bishop Vincent, of Chautauqua fame, urges getting alone and concentrating all the faculties of mind and soul on God's presence. Henry Wood, in "Ideal Suggestions Through Mental Photography," advises having a motto on the wall of one's "sanctuary" and being alone before it an hour at a time. Take such a motto, for example, as "God Is Here." Rivet the eye and mind on it. Close the eyes for half an hour and let the thought and all it means build itself into the soul. It will act like healing radium. St. Francis of Assisi used to sit for hours in prayer with no spoken word save the occasional exclamation, "God!" Professor Royce, of Harvard, told a friend that when things got too much for him he went alone and buried his head in his hands and thought hard of God—God, who understood and would help, "and that," he said, "for me is prayer." So Jesus commanded, "When ye pray, commune with your Father in secret."

Second—We keep His word, we practise His presence, when love constrains us to go out into the world and live our daily life, *as in His presence.* Real prayer functions in service.

To do God's will in shop, school, field, business, politics, industry, whatever our work or calling; to show that the quality of mercy is not strained in our relation to those who injure us; to do unto others as we would have them do unto us; to go about doing good, even as Jesus did; to daily endeavor, in life's turmoil or quietude, to "keep our heavenly Father in the midst"—this is to practise the presence of God.—*Rev. Fred Winslow Adams, D. D.*

The Golden Hour

PSYCHOLOGISTS have scrutinized it, philosophers have discoursed upon it, cynics have sneered at it, bigots have thundered against it, artists have painted it, poets have rhapsodized over it. Yet no one has ever completely caught it—this hour of radiant girlhood. And naturally enough, for it is the most intangible and fleeting hour in all life. It marks the passing forever of the days of dear mud pies and dolls. And a great poet has hinted that with the relinquishment of childhood come the shades of the prison house. But was he not wrong? Is not rather this yound girlhood the span which seems to catch and mingle for one magic instant the unreasoning blitheness of childhood with the tenderness of maturity? And the vivid and vital young girl herself—what shall be said of her? Shall one emphasize the mere external details—the lengthening of dresses and the looping up of hair, or the host of interchanged confidences with girl friends, or the comradeships with boys which now suddenly become tinged with all manner of moonshine and innocent coquetries, or the romantic dreams, or the first actual romance—in truth, a passing trifle, but filling the sky for the moment and never quite forgotten? No one of these will make the picture: it needs a little of all. Neither poet nor pedant can analyze the fragrant charm of girlhood, and in that very fact lies the real secret of its charm. Surely, here is the quintessence of all living beauty, this golden instant when the dreams of youth come their nearest to fulfillment. By the mere sight of it the whole workaday world is enriched. —*Collier's Weekly.*

There Are Neither Hyphens Nor Fractions In Real Citizenship

Baltimore and Ohio Lines Selected by the Government for First Showing of Its Complete Safety Exhibition

Train of Steel Coaches Will be Used

EVIDENCES of the increasing interest of all classes of people in our country in the great subject of "Safety First," are not lacking. The national government, quick to realize the tremendous advantages to the public welfare in the conservation of our human resources, has actively cooperated with all the agencies directing their efforts along these lines. But, so far as we know, never has so comprehensive a scheme for cooperation on "Safety" between the government and any industrial factor, been entered into as that now planned.

With appropriate acknowledgment of the advanced stand taken by the Baltimore and Ohio in "Safety" matters, and of the desire of our officials to forward the "Safety" propaganda, the government, through the department of the interior, is making arrangements to send a most complete exhibition of "Safety" appliances and devices over the Baltimore and Ohio for the benefit of our employes and the people living in the cities and towns and country touched by it. For this purpose, a train of twelve all steel coaches is being overhauled. The furnishings are being taken out of nine day coaches so that these can be completely fitted out by the government with the hundreds of plans, pictures and appliances pertaining to the manifold branches of "Safety" work supervised at Washington. The remaining two cars of the train will consist of a standard cafe dining car and a Pullman sleeper, for the accommodation of the government officials and attendants who will compose the force necessary for the proper handling of the exhibition. These men will include officers of both the army and navy, who will live on the train as it moves from point to point. As an illustration of the thoroughness with which this task is being approached, it is interesting to note that the end of the steel baggage car will be entirely removed to permit the installation of a government standard life boat, which, on account of its size, could not be placed in the car through the side doors.

Our employes are now busy getting the train in shape to be sent to Washington, where it was hoped that government men might begin to install the exhibition on or about April 15. If the present schedule is adhered to, the movement of the train over our System will start about May 1.

An extensive publicity and advertising campaign will be arranged to apprise employes and the people of the communities along our lines that the exhibition will be available for their inspection.

The Baltimore and Ohio is the first railroad with which the government has made this arrangement, and it is to be hoped that our employes will take full advantage of the opportunity offered them for seeing this most comprehensive exhibition of "Safety" devices and other interesting material pertaining thereto. The advantages of spreading the news concerning this train and securing the cooperation and interest of the people along our right-of-way, will also be apparent.

Spring Fashions Take in Many Novelties in Frocks and Suits

By Maude Hall

Prepared Especially for the Employes Magazine by "Pictorial Review"

FASHIONS for spring and summer have been declared—definitely so: for the choicest models of the French designers have arrived for the "Exhibitions," which have assumed history-making importance. To say that the new modes are of absorbing interest is to fail to put the emphasis where it belongs. This season there are more novelties than ever, and the variety extends from the simplest room robe to the most elaborate evening gown. Tailored suits and frocks are quite as fascinating as are dresses for the matinee and bridge. Indeed, the new offerings make a noteworthy exhibition, not only for their chic but for their wearing qualities as well.

Skirts, waists and coats are of equal interest.

There is no sign in the fashion sky from which one can argue decreasing skirt fulness, though once more there is much talk of lengthening skirts a little. So far the lengthening tendency has not made itself seriously felt, and though many well-dressed women have never gone in for the ultra short skirt, every one goes with skirts that would have been considered excessively short even by the Rainy Day Club only a few years ago.

Dark blue and black are prime favorites among the sober colorings. Dark blue, of course, is inevitably a spring and summer favorite. It is becoming to every one, looks cooler than any other dark color and is a good foil to any and every gay color; yet it is dark enough to be serviceable.

There are many dark blue frocks, too, built up entirely of dark blue Georgette or chiffon cloth and much more durable and serviceable than one might think. These like the best of the taffeta and Georgette models, are made with great, but carefully sophisticated, simplicity, yet are by no means inexpensive. In good quality and properly made they cannot be sold at low prices, and it is well to remember that fact when tempted by very cheap models that have a superficial smartness.

For early Spring wear nothing could be smarter than a suit of large black and white check worsted with Russian jacket closing at the side, and having a separate peplum joined under the double belt effect. The Directoire collar that is open in front makes a very attractive neck finish, but for this may be substituted a high funnel collar if desired. The sleeves are two-piece models set into the armholes without fulness, and made without the usual turnback cuffs. Completing the suit is a smart five-gored skirt with panel front, inverted plait at centerback, and a shaped yoke.

Every woman will have a sport coat this Spring, for they are growing more popular than ever and are being made up in all sorts of plaid cloakings and velours, in leather, velveteen, golfine and vicuna. A model that is particularly smart, features the new drop shoulder sleeve and is worn with flat collar and fronts turned back to form revers or buttoned to the neck and the collar rolled to form a high turndown. A simple three-piece model is the accompanying skirt with tucks at center front, which give the effect of an inverted plait, and with shaped or plain belt to be made of self material.

There is nothing smarter for sports' wear than the smocks of serge, linen, chambray, galatea or gingham. A very smart design is in white linen smocked with pink floss. It may be worn loose or belted, and the skirt worn with it is a plain circular model about three yards wide.

The outline of the neck of a gown is always of great importance. In the low-cut gowns, there was considerable latitude this winter. The majority, perhaps, are square, but there is a tendency toward a round neck, and slowly the dropped shoulder line is coming. This dropped shoulder is one of those things which is beautiful only where it is becoming, whereas the square neck can be worn by the majority of women.

There are many collars of the chin-chin type so much in vogue during the winter. These collars are of organdy or lawn and trimmed at the edges with narrow bands of the material. Among the sketches are two good models made of black and white striped organdy. Both have cravats of black taffeta. There is also shown a smart stock with cuffs to match of striped black and white organdy lined with white. The collar and cuffs are buttoned with a line of small white buttons, and at the top of the high standing stock and at the lower part of the cuffs there is a flat tab of white organdy thickly dotted with black French knots.



Cape collars of one sort or another are among the newest models, and they come in such a profusion of form, size and price that there should be something among them to suit every taste.

Among the handsomest cape models are those of chiffon with a daintily embroidered turndown or rolling collar of net. Or, perhaps, made entirely of the net embroideries and trimmed with frills of the net.

There are also large capes, single or double, of taffeta or satin. These will be worn with frocks or frock trimmings of the same material.

Tailored Costumes are Both Smart and Popular this Season

Tailored costumes of unusual smartness and simplicity. To the left is a dark blue gabardine trimmed with bands of black moire. The distinguishing feature of the coat is a straight front panel, merging to a full peplum. In medium size the costume requires 4 yards 44-inch material and 1 yard moire.

Gray taffeta trimmed with silk braid of the same tone may be used to make the second design, a model for semi-formal wear. The revers are of gray taffeta, but the turn-back collar is of braid lined with brilliant green satin. In medium size the dress requires 6 yards 36-inch taffeta, 4 yards braid and $\frac{3}{8}$ yard green satin.

First Model: *Pictorial Review*, Coat No. 6659. Sizes, 34 to 44 inches bust. Skirt No. 6640. Sizes, 24 to 36 inches waist.

Second Model: Costume No. 6604. Sizes, 34 to 42 inches bust. Price, 15 cents.



Modes of Interest to the Outdoor Woman

Springtime is the season of sports and there are many natty designs in suits, skirts and blouses for the athletic woman. The first model shows a skirt of striped mohair worn with a waist of plain tailor linen. For the skirt 3¾ yards 44-inch mohair are required, while the waist calls for 2¼ yards 36-inch linen.

White serge is used for the second costume. It is self-trimmed even to the buttons on the Norfolk jacket. Five yards 54-inch serge make the suit in medium size.

First Model: *Pictorial Review*, Waist No. 6649. Sizes, 34 to 44 inches bust. Price, 15 cents. Skirt No. 6640. Sizes, 24 to 36 inches bust. (Same skirt illustrated on both costumes.)

Second Model: Jacket No. 6657. Sizes, 34 to 44 inches bust. Price, 15 cents.

For the Girl who is to be Married at Easter

The Easter bride will be a lovely creature to behold. This charming bridal robe is carried out in satin crepe, soft and shimmering, trimmed with bands of insertion and silver cloth. The skirt has two deep flounces and the bodice of lace has an overblouse of crepe. Chiffon cloth, trimmed with lace, forms the long, flowing sleeves.

Pictorial Review, Waist No. 6650. Sizes, 32 to 44 inches bust. Price, 15 cents. Skirt No. 6652. Sizes, 22 to 32 inches bust. Price, 15 cents.



A minute of judgment is sometimes worth a day of energy

—*The Mediator*

Home Dressmaker's Corner

An Attractive Combination Fashioned of Fine Nainsook and Trimmed With Embroidery

THE newest underwear possesses both charm and elegance. To buy it ready-made is too expensive a proposition for the average woman, but to duplicate it within the allowance for dress is a simple matter.

This combination of corset cover and petticoat is developed in batiste, the three-piece petticoat being finished with a deep embroidery ruffle. Hand-embroidery ornaments the corset cover. In medium size the design requires 3⅜ yards 36-inch material. For the bottom of the skirt 4 yards of embroidery is needed, with 2¼ yards of insertion. The top of the corset cover requires 3¾ yards of edging.

There is no danger of mistakes if the cutting and construction guides are carefully followed. First fold the batiste in half. Then place the back gore of the skirt into position. This is laid on a lengthwise thread. The back of the corset cover comes next, placed on the lengthwise fold, then follow the front of the corset cover and front gore of the skirt. The piecing and the lap are laid along the selvage as illustrated. If the upper edge of the corset cover is desired straight, cut off upper edges of front and back on small "o" perforations. The lower edge of the skirt will also have to be cut off if an embroidery flounce is to finish the border.

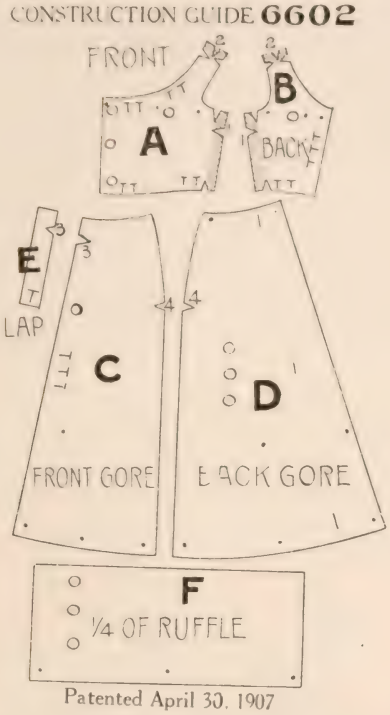


After the combination is cut, the first step in construction is to put the corset cover together. Close the under-arm and shoulder seams, then hem the front. Gather the lower edge of the front and back between double "TT" perforations and 1½ inches above. Gather the upper edge of the front, draw gathers to the required size and finish with a band of beading and add the lace edging.

Now slash down the fold of the centerfront of the petticoat from upper edge to large "O" perforation; sew lap to slashed edges as notched making seam ⅜ inch wide at upper edge of slash and graduating into nothing at lower edge; fold lay through center, fell remaining edge over seam. Turn the lap underneath the right slashed edge and allow the left side of lap to extend; finish for a closing. Join gores as notched, close center-back seam. Form inverted-plait at center-back, creasing on slot perforations, bring folded edge to centerback; stitch to any desired depth and press plait. Turn a hem at lower edge of petticoat on small "o" perforations.

Close back seam of ruffle. Turn a hem at lower edge on small "o" perforations: gather entire upper edge. Adjust ruffle to position on petticoat, centerfronts and center-backs even: stitch upper

edge along crossline of small "o" perforations. Sew petticoat to lower edge of front and back, center-fronts and center-backs even, small "o" perforation at upper edge of back gore at under-arm seam.



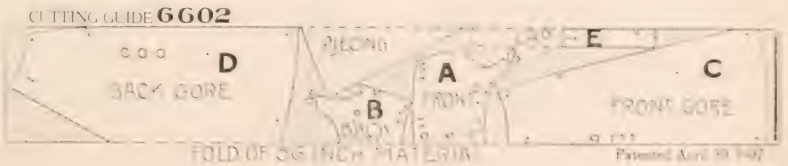
Stitch a straight belt of material or ribbon to position over gathers in corset cover.

Add ribbon bows at the front and shoulders.

Combination No. 6602. Sizes, 34 to 46 inches bust.

Price of each number 15 cents.

Pictorial Review patterns on sale by local agents.



Dream Cakes for Late Supper

THE easiest thing in the world to make in a chafing dish is dream cakes; and anybody who likes a rarebit will rave over these toothsome dainties, which are built of cheese, cream and slices of bread. They are less trouble than the ordinary Welsh rarebit, which requires a good many ingredients and prolonged cooking, and they are "hearty" enough to make a sustaining supper after an evening of cards. Two, or at most three, dream cakes will be all the average person can eat—unless he is willing to risk the possible weird dreams which are said to have given those rich delicacies their name.

Press half a pound of soft rarebit cheese through a potato curler, or a colander, until you have a pile of light, flaky cheese particles. Mix with the cheese half a cupful of sweet cream. Season with a pinch of salt, paprika, a dash of mustard and a teaspoonful of Worcestershire sauce. Have ready slices of bread, cut rather thick and with the crusts trimmed off. Spread one slice thickly with the cheese, put another slice down upon it, and then brown the sandwich thus made in a chafing dish blazer in which butter is bubbling. When golden brown and crisp, serve piping hot on a small plate. Do not have the sandwiches too large; small ones will brown more quickly. Ordinary slices of bread, trimmed at the edges, may be cut in two diagonally to make three-cornered dream cakes.

Hail, ye small sweet courtesies of life, for smooth do ye make the road of it! like grace and beauty which beget inclinations to love at first sight; 'tis ye who open the door and let the stranger in.—Sterne's "Sentimental Journey."



The Needleworker's Corner

Centerpieces Make Appropriate Gifts

Beautiful and Seasonable is the Design of Cream Linen Embroidered with Strawberries

By Kathryn Mutterer

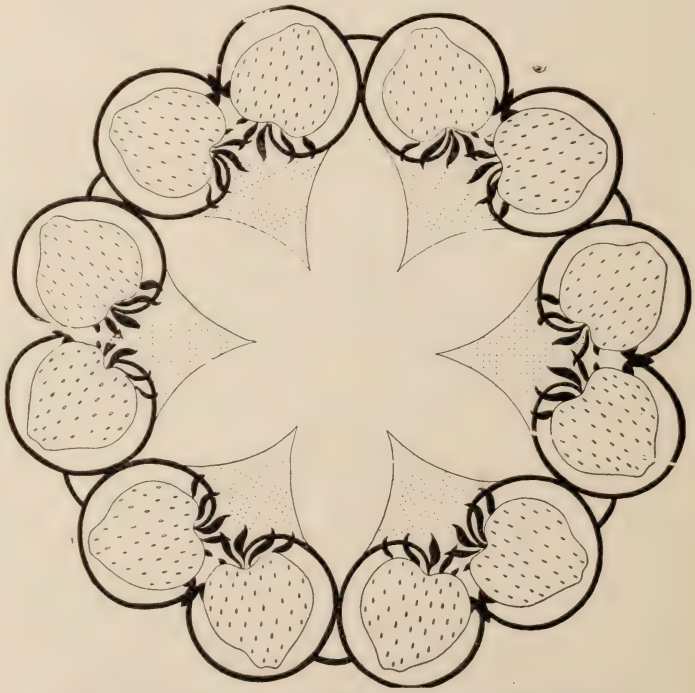
IT isn't a difficult matter to select a gift for the spring bride this season because there is nothing more acceptable than a centerpiece. There are so many different designs that one need have no fear of duplicating the present of someone else; and centerpieces are things of which no bride-to-be feels that she can ever have too many.

Appropriate as well as beautiful is the design illustrated. It is carried out in cream linen decorated with luscious strawberries, which form an unusual border. The war has affected embroideries as it has everything else during the last year and a half, so cream has taken the place of white for fashionable household linens.

Despite its elaborate effect this centerpiece is an easy pattern to work, the buttonholed scallop being its most difficult part. The berries are in outline, their seeds in seed stitch, while a huge French knot covers each dot on the inner points of the border. If preferred, this section of the border may be done in punched work. Worked with white cotton the centerpiece is appropriate for the set table. But it would be equally lovely for between-meals use working the strawberries in the natural crimson, with golden yellow seedings; and the leaves with fresh spring green. On a centerpiece developed in this coloring, the punched work should be white.

To reproduce this design requires only a certain amount of patience and care in taking the stitches and proper judgment in selecting the material. It is well to bear in mind also the fact that unless proper needles and thread are used the best results cannot be obtained.

EMBROIDERY DESIGN NO. 11771. Price, 15 cents.



No. 11771—STRAWBERRIES WORKED ON CREAM LINEN

THE OBSERVER



"Agents' Alphabet of Success"

DR. H. B. COFFMAN, assistant medical examiner at Cleveland, saw in the *Frisco Man* a series of suggestions for agents, under the title "Agents' Alphabet of Success." He noticed that the "&" had been left off the end of the alphabet, and the addition shown after this sign in the following is his important contribution to its completeness:

A void errors and save time, trouble and money.
B alance your accounts daily.
C heck your work closely.
D emurrage must be collected currently.
E xpense way bills accurately.
F reight must be marked plainly.
G ive your work your best attention.
H andle freight as if it were your own.
I nspect freight before signing for it.
J ustice to everybody and
K indness to all should be our motto.
L oad freight in station order.
M ake all reports in line with instructions.
N otify consignee when freight arrives.
O rders for cars must be secured.
P ractice Safety First and Courtesy.
Q ualify yourself by being diligent.
R eports must be rendered properly.
S ecure signatures for freight when delivered.
T ariffs should be kept in order.
U se stationery economically.
V erify all rates.
W eigh all less than carload freight.
X amine cars before loading.
Y ou can aid claim prevention by putting great
Z eal into your work.
& be loyal to the Company.

✚

Waste in Envelopes

EDITOR EMPLOYES MAGAZINE:

One day recently I received thirty-eight pieces of R. R. B. mail from one office, among them eleven pieces addressed to one person. A little care and supervision in the office forwarding these communications would have saved ten envelopes, and a good deal of extra handling on the sending and receiving ends.

Efficiency engineers figure their savings on a percentage basis, no matter how small the actual saving. It is infrequently that they are able to suggest a saving of 1000 per cent., yet here was an instance where this large saving could have been made, as I see it.

I recently saw something along these lines in the EMPLOYES MAGAZINE and am glad to add my own suggestion that a little more care along these lines would mean much saving.

(Signed) CHARLES KINCAID.
N. B. M., Lima, Ohio.

Mr. Kincaid's letter is much appreciated. Our stationer, Mr. Herold, has numerous instances of this sort come under his observation. Mail boys are young and thoughtless and though no one would deliberately waste envelopes, these youngsters often do it through carelessness, as above illustrated.

There is one effective remedy, and that is better supervision. Chief clerks would do well to look into this part of their office work and try to eliminate this entirely unnecessary and costly waste.

✚

Abstainer Paid More

SEVENTY years ago drinking was so common that when a total abstainer applied to a London company for a life insurance policy the board of directors held a special meeting to deal with the unprecedented case, says the Kansas City *Star*. They finally decided to insist on a special premium to cover the extra hazard, but the man upset their expectations by living to the age of eighty-two. Since then every insurance man has learned that even moderate drinking makes a man a poor risk.

Saving and Spending

EVERY one can spend money; most people can make it; only a few know how to save it. The difference between the prosperous and the poor is largely a difference in willingness or ability to save.

James W. Hebron was for thirty years doorman at a fashionable restaurant at $1 a day. Generous tips, invested on the advice of prominent Wall Street men who frequented the restaurant, laid the foundation of a fortune approximating a million dollars.

John Busch, a young Iowa farmer, six years ago rented an 80-acre farm, borrowing $600 from a local bank to buy stock. He didn't go in for a good time, but attended strictly to business. Being single he was his own housekeeper. At the end of six years he was able to pay down $8,000 on a $28,000 farm, besides having $6,700 in stock and machinery.

Charles Rose, a Connecticut newsboy, about a year ago put $100—the savings of six years—into a lot in the outskirts of Bridgeport. Increased business during the war has enabled him to pay off the mortgage, and recently he was offered $20,000 for his lot by the British Government, because it lies in the path of Bridgeport's rapidly extending munition plants.



Jacob Langcloth of New York, who came to this country only eighteen years ago from Germany, penniless, was able, upon his death, to provide generously for his widow and sixty-one employes, besides remembering numerous public institutions and leaving the residuary estate of more than $3,000,000 to a home for invalids.

Contrast with these examples of frugality and foresight the case of a gay young man in Plainfield, N. J., who inherited more than $100,000 and wasted the whole amount in riotous living in two years. Now he is compelled to support himself and wife upon his weekly wage of $12 as a draughtsman. Should he ever accumulate anything, he will doubtless appreciate his savings more than he did the inheritance. So much for the real breadwinners. They have no use for the bread line or for bundle day. More honor to them and their thrift.—JOHN A. SLEICHER, in *Leslie's*.

✣

Jennie Smith

A LETTER from engineer John J. Montgomery, of Pittsburgh, tells us that our railroad evangelist, Jennie Smith, has been actively working among our men since the first of the year. Mr. Montgomery pays a high tribute to the character of this worthy woman, saying in part:

"During the last week of February and ending March 7, Jennie Smith has been holding revival meetings at the Ames M. E. Church at Hazelwood, where she accomplished a great deal of good.

"We railroad men are always happy to have her with us and sorry to see her go, for we realize the splendid things accomplished by her character and her work."

The writer had the pleasure of talking with Miss Jennie recently and was glad to learn of her renewed vigor. She was quite ill for a considerable period during 1915, but has now practically recovered. Surely this is good news for Baltimore and Ohio men.

Miss Jennie has been to Baltimore to hear "Billy" Sunday and says that she is very much inspired by his meetings. She reports having had an exceptionally good season of work since January 1, and expects to continue to visit our men along the line to tell them about her religious experience.

✣

"Second thoughts are best only when they arrive on time."—*N. C. R. Weekly.*

Mt. Clare Employes Have Big Night at "Billy" Sunday Tabernacle

Give Beautiful Banner to the Evangelist

WEDNESDAY night, March 22, was "the big time" for over 2500 of our Mount Clare employes. They had been planning for a week to visit the "Billy" Sunday tabernacle in a body and to show what a splendid crowd of real boosters the Baltimore and Ohio could muster from its Baltimore shops. For the benefit of those of our employes who are not in touch with the Sunday campaign in Baltimore, be it explained that the demands for reservations for special bodies of people from near and far greatly exceed the supply. In fact, on the morning of the attendance of the Mount Clare employes, we understand that the Sunday committee received requests for reservations from various delegations which would more than exceed the total seating capacity of the tabernacle at every evening service for the remainder of the campaign. Such is the drawing power of this movement and the remarkable man at its head. No regular time is set for the tabernacle services to begin. The doors are opened at about 6.00 for the evening meetings, and the tabernacle is packed full an hour afterward. But the intervening time is not wasted, for the choir of 1500 voices sings almost incessantly for a full half hour before the speaker begins.

The call for the Mount Clare men was given for 6.45. Promptly on the minute our men started to file in through a number of doors which had been held for this purpose. Each Baltimore and Ohio employe or member of his family wore a badge. Unusually good seats in the centre of the house had been reserved. The entrance was made with Zimmerman's Band at the head of the crowd, playing "Onward Christian Soldiers," and the line of men and women singing this stirring hymn.



Before the sermon, it is customary for Mr. Rodeheaver, the leader of the singing, to call upon the various delegations for their favorite hymn. Our men were requested to name theirs last, and when the cry went up for No. 114, Mr. Rodeheaver had our delegation respond with the very appropriate "Life's Railway to Heaven," and lustily it was sung, too. Here it may be appreciatively remarked that the singing of the Sunday choir is little short of marvelous. The five or six hundred soprano voices carry the melody so beautifully that it seems almost like a heavenly song. And when the full 1500 voices burst forth into one of the extremely singable "Sunday" hymns, the effect is almost beyond description. The members of the Baltimore and Ohio Glee Club are proud of the fact that Hobart Smock, their director, had entire charge of the preliminary training of the choir, and we understand that Mr. Rodeheaver was particularly pleased with his work.

Mr. Sunday had appeared on the small platform, with pulpit draped with the Stars and Stripes a few moments before the Baltimore and Ohio delegation was called on for its hymn.

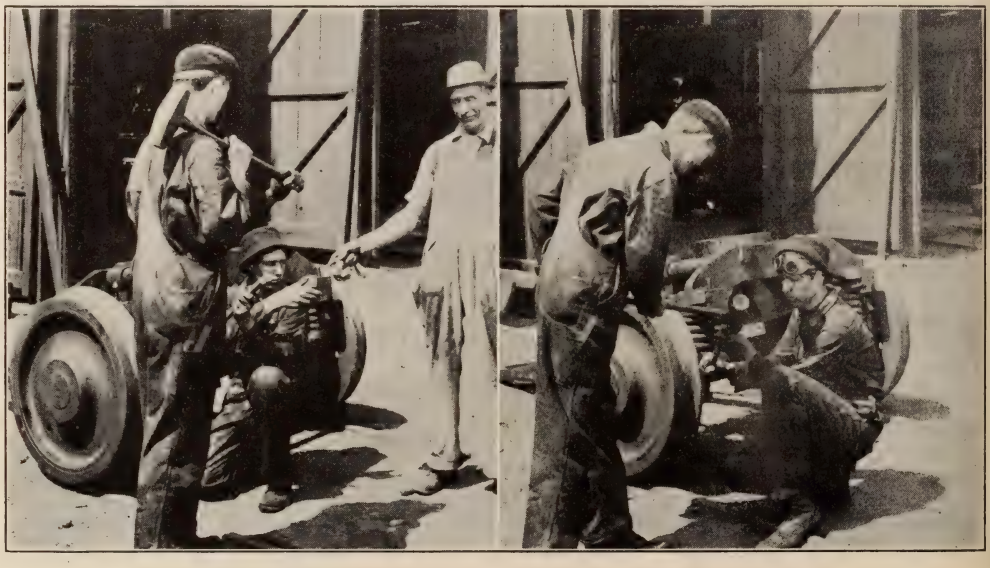
After this, a number of gifts were presented to members of the Sunday committee by our men—a banner to Mr. Sunday, as shown in connection with this article, and flowers for Mrs. Sunday and Mr. Rodeheaver.

The banner was a beautiful one about thirty feet in length and mounted on a long pole with a gilded American eagle at its top. The background was "royal blue" with the lettering and trimmings in gold. Mr. Sunday was entirely equal to the occasion and he jumped up to receive the banner from Mr. Rodeheaver, held it aloft in admiration and waved it before him several times before expressing his appreciation. He referred to the fact that several years of the early part of his life had been spent in railroad work, that he had always been specially interested in and fond of railroad men, and he closed his brief remarks by expressing the hope that the lights would be white for the railroad boys when they were called into the presence of the Superintendent for the last time.

Mrs. Sunday made an especially big hit with our delegation for, after thanking them for the beautiful flowers, she said she would certainly plan to use the Baltimore and Ohio the next time she left our city. These remarks evoked storms of applause from the loyal railroaders present.

Mr. Rodeheaver referred in a most appreciative way to the large number of meetings he had had occasion to lead in various departments of our service, and especially to those at Mount Clare. The writer had the pleasure of attending one of these services in No. 2 machine shop, and he speaks sincerely when he says that he has never seen a speaker get such whole-hearted attention and appreciation from our men there. They were deeply interested

Whose Fault Was This Accident?



(1) Foreman with "SAFETY FIRST" idea hands workman a pair of goggles and urges him to use them to protect his eyes

(2) "SAFETY FIRST" with this workman has not become a habit, so he decorates his forehead with them.

in the substantial religious lesson which he brought them and their faces were lit with a beautiful enthusiasm by the sympathetic and personal message given by the genial and magnetic choir master.

After the gifts of our men had been accepted and during some other preliminaries to the sermon, Mr. Sunday sat like a boy on the platform toying fondly with the cord and tassel hanging from the Baltimore and Ohio banner, which had been placed conspicuously on one corner of the pulpit. When it is remembered that practically every service witnesses some presentation of gifts by other bodies, it can well be understood that the railroad boys had a very real place in Mr. Sunday's heart. For he very frankly admired and heartily appreciated the appropriate token brought him by our men.

This was not the last direct reference to the part our men were playing in the meeting, however, for, after the taking of the collection and the singing of another verse of "Life's Railway to Heaven," Mr. Sunday began his sermon somewhat along the following lines:

"I am seldom so happy as when I am talking to a bunch of railroad men. You know I used to fire on the Chicago and Northwestern and I know the railroad game about as well as most of you. I like firemen, conductors, engineers, brakemen and all the boys who follow the rail. They are always good to me. They always go to some special trouble to make me a little bit happier. I never ask a favor of



(3) A CHIP HITS HIM IN THE EYE

(4)

The best medical attention could not save the eye and he is now



(4) A ONE EYED MAN

them that I don't get it. If I want to have a train stopped for me at a non-stop station, the railroad men are always glad to consent. Furthermore, I want to tell you that I know practically every railroad president in the United States, and I want to say right here that there is not an abler or finer one than your own Daniel Willard."

Storms of applause greeted this very personal and appreciated reference to the Baltimore and Ohio, and the very palpable and unusual interest which Mr. Sunday manifested in our men.

A goodly number of our employes accepted Mr. Sunday's invitation to "hit the trail." He seemed particularly anxious to interest our shopmen in a practical way in the work that he was doing. And from his own attitude and the expressions which were noticed on the faces of the Baltimore and Ohio folks present, there is no question but that this meeting was a most successful and beneficial one.

Numerous other delegations from Mount Clare, Riverside and the Baltimore and Ohio building have availed themselves of the privilege of attending these wonderful meetings. In fact, so many have been out to hear this altogether unusual and remarkable man that space forbids our writing in any detail of their participation in the tabernacle services.

If you have not heard Mr. Sunday, you have missed a rare treat. No matter from what angle you view his work, he is bound to have something new and interesting to tell you. The most prejudiced people are the ones who are often the most enthusiastic about him after they have given him a chance to talk to them. His radical utterances and extravagant method of delivery take on an entirely new meaning when you actually hear and see them at first hand. He searches your souls as few men can. He is a remarkable elocutionist and actor, a man of wonderful personal magnetism, and his unprecedented success can only be attributed to his absolute sincerity.

Wet Your Coal a Trifle to Get the Best Results

Address Delivered at Connellsville Division Employes' Meeting on February 21

By Fireman S. A. Beeghley

Mr. Chairman and Fellow-Employes:

When the blacksmith wants to get the greatest heat from the fire that his forge is capable of producing, he usually throws a little water on the coal. The same course should be followed by the fireman when he wants to get the greatest amount of steam from his boilers. And the poorer the quality of coal the more imperative is the necessity of wetting it.

From the beginning of time all people have regarded water as the best agency for extinguishing fire. So it is—if it is used in sufficient quantities. Chemistry tells us, however, that water is composed of oxygen and hydrogen, in the proportion of two to one—that in each molecule of water there are two atoms of the former and one of the latter. You are all aware of the fact that oxygen is the chief agency in combustion. Oxydization is a synonym for burning. The rusting of iron, the corrosion of silver and the burning of wood are identical processes; all due to the agency of these powerful elements—oxygen and hydrogen.

To feed oxygen to flames is to greatly intensify their heat. When you fan a fire you feed oxygen to it. Hydrogen, on the other hand, burns with intense heat. So it is evident that if water is separated into the elements which constitute it, the oxygen and hydrogen no longer bound together, are able to perform their natural functions. The former adds greatly to combustion and the latter intensifies the heat.

This is exactly what occurs when a small amount of water is sprinkled over the coal pile. It is not intended that sufficient water be put on the coal to extinguish the fire. On the contrary, only a sufficient amount should be used to allow the fire to act on the water and dissolve its gases, thus setting the oxygen free to hasten combustion and converting the hydrogen into fuel of tremendous heating power.

Some of you are skeptical and contend that this is only theory that will not work out in actual practice. Let me urge that, sometime when conditions are not just right, and you are

working harder than usual with only ordinary results, you try wetting the coal. Use just enough water to make the coal damp and to cause the finer particles to unite with one another. I find in using the finer grades of fuel that in addition to an increase of heat, the consumption is less. It is apparent that in firing with fine, dusty coal, in a very dry state a considerable amount of fuel is carried off unconsumed, from which no energy is realized, thereby increasing both the labor of the fireman and the amount of coal consumed on the trip.

Attractive Covers Contributed to Magazine by L. S. Cunningham, Young Foreman of Motive Power Shop at Martinsburg

By W. L. Stephens

L. S. CUNNINGHAM, foreman in the motive power shop at Martinsburg, designed the cover for the March issue of the EMPLOYES MAGAZINE. He also designed the cover for the September, 1915, number and made the exceptionally fine pen and ink drawing that appeared in the August, 1915, issue in connection with the article on the Deer Park operating meeting. All of these contributions to the MAGAZINE have been made by him voluntarily and have been highly complimented by our officers and employes.

In 1910, Mr. Cunningham, who was a Pittsburgh boy, was graduated from Lafayette College, after completing the course in electrical engineering. As an undergraduate he had charge of the College Annual, and did a good deal of work for that year-book.

After his graduation he entered the service of the Pennsylvania Railroad as a special apprentice at Columbus, Ohio. Early in 1915 he entered the service of our Company at Cumberland, where he was engaged in special work of various kinds and several months ago he was promoted to the important position of foreman of the motive power shop at Martinsburg.



L. S. CUNNINGHAM
A Young Man with a Big Job

Mr. Cunningham is a quiet, efficient and business-like employe, little given to looking for a place in the lime-light, but strictly up-to-the-mark in loyalty and efficiency. Both his modesty and painstaking ability are reflected in the work he has done—without compensation or solicitation—for the MAGAZINE. The carefully worked out detail of his drawings is indicative of the spirit in which he performs his daily duties and reminds one of the saying commonly attributed to Napoleon that "genius is an infinite capacity for taking pains." It will also be noticed that his name either appears in most inconspicuous size on his designs, or not at all. He does this work because he loves it and wants to help improve any object fathered by his employers. He has also continually evidenced a cheerful willingness to make any changes in his designs that are required by the needs of the MAGAZINE.

A bright and successful future in the Baltimore and Ohio service is assured to men of Mr. Cunningham's caliber. May his climb to success be rapid and steady, and his foothold on the ladder of fame safe and sure.

Agents! Big Savings in Properly Returning Empty Cement Sacks

By A Traffic Manager

THERE are manufactured in this country annually about 90,000,000 barrels, the equivalent of 360,000,000 sacks of Portland cement. Probably a little less than 85 per cent., say 75,000,000 barrels, are shipped in 300,000,000 cloth sacks. This cloth sack is a returnable package, the manufacturer selling it to his customer at ten cents and buying it back at the same price, when returned in good or repairable condition, that is, in such condition that it can be used for subsequent trips. It is not likely that sufficient paper bags or other non-returnable sacks could be secured to handle this immense volume of tonnage, but even if this were possible, the use of a non-returnable package entirely, would result in the economic waste of millions of dollars annually, for the reason that the cloth sack can be used seven or eight times and its net cost to the consumer is inversely in proportion to the number of times used, while the non-returnable package is a dead loss after the first trip.

The cement industry has therefore adopted the cloth sack as a returnable package and it is a fact that about 300,000,000 sacks are annually returned to the manufacturer. These sacks weigh about one pound each, so we find that about 300,000,000 pounds of returned empty cement sacks must be handled annually by the railroads. This means a total of 150,000 tons or the equivalent of 10,000 cars of fifteen tons each or a solid train of forty foot cars about seventy-six miles long.

It is a fact, however, that probably 99 per cent. of these returned sacks are shipped L. C. L., and it is quite proper that the railroads through their classification committees have seen fit to adopt rules to safeguard their handling. When it is remembered that a small bundle consisting of fifty sacks is worth $5.00, the necessity for care will be seen. Improper bundling or tagging quite frequently results in loss or damage or inability to identify returned sack shipments.

Therefore, on page 62 of Official Classification, Item 21, "Bags," you will find "Note 2" in connection with "Cement or Plaster Bags," reading as follows:

> *Note 2*—"Cement or Plaster Bags, L. C. L. empty, returned, are subject to the following regulations, viz.: "Must be prepaid; if in bundles, bales or rolls, securely bound with not less than three separate wire or rope ties (rope to be not less than 3-16th inch in diameter), each package tagged with linen tag securely attached by wire, showing name and address of both consignor and consignee."

Supplement No. 17, makes a number of slight changes in this note, providing that all shipments, carload or less, should be prepaid and that "*if not so bound and tagged, should not be accepted.*"

Now there is nothing complicated about this note. We would be insulting the intelligence of agents if we should say that they could not understand it. Any one knows whether or not a shipment is prepaid. A glance at a bundle will tell whether it has three ties or less. If there is any question as to 3-16th inch rope, a simple application of a ruler will tell. Every agent knows a linen tag when he sees one, and the wire attachment should also be visible. In fact, the cement companies furnish free to their customers, linen tags with wire, which conform to this requirement.

This ruling covering these returned sacks is the result of years of careful thought on the part of both the railroads and the manufacturers. As stated above, it is not hard to comply with or hard to detect when not complied with. It is doubtful if the rule could be improved, and yet one of the largest cement manufacturers, who keeps a very careful record of returned sack shipments, reports that for the first six months of this year, 34.1 per cent. of the bundles received were not bound in accordance with the above rule; that 20.95 per cent. were tied with twine less than 3-16th inch; that 10.81 per cent. were tied with less than three wire or rope ties; that 1.57 per cent. had other than linen tags; that 3.18 per cent. had no tags (these probably started with other than linen tags, which came off enroute) and that 3.57 per cent. were not "prepaid."

The responsibility of accepting these shipments in violation of the specific note of the classification, lies directly with the railroad agent, and sometimes claims result, which could have been avoided. It is a pleasure to state that there is an improvement in the general situation, and it is hoped that in the future when agents receive shipments of returned empty cement sacks, they will be careful to see that such shipments are packed and marked in accordance with the classification rules.



EXHAUSTS

Evil of Nontreating

Robert Skinner, ex-consul general to London, said at a dinner in Washington:

"Of course, neutrals see things from one viewpoint and belligerents from another. We all have our various viewpoints.

"An English inebriate was recently released from jail. To a friend who met him outside the prison gates he said:

" 'Well, mate, what news?'

" 'There's a law agin' treatin',' was the reply, 'and pretty near the whole world is at war.'

"The inebriate shook his head sadly and wisely.

" 'Just think!' he said. 'Just think of a no-treatin' law havin' sech an effect as that!' "

—*Detroit Free Press.*

✣

Sherlock

The great detective, laying aside professional cares for the evening, is attending a dance. Introduced to a beautiful woman, he asks her to dance with him and she graciously consents.

"You have been married several years," he murmurs, after a couple of rounds of the floor.

"How could you guess that?" she asks. "I am not wearing my wedding ring. Do I look like a married woman?"

"Not at all," he replies, gallantly. "But I knew you were married the moment we started to dance. You at once began doing the leading."—*Judge.*

✣

Progress of a Cabbage from Grower to Consumer

This is the story of the adventure of a cabbage in New York. It casts some illumination upon the much discussed high cost of living. The cabbage is raised by a farmer in Connecticut. A comparatively small farmer will send 1,800 to 2,000 heads of cabbage to New York. For one head he receives 1½ cents. Then the head goes to the commission merchant. He lives on Riverside drive, pays $2,000 a year for his apartments and keeps an automobile. He spends $7,000 a year to live. Next the cabbage is sent to the wholesaler. He lives on West End avenue; he pays $1,800 for his apartment and keeps an automobile. His living expenses are $6,000 per year. He sends the cabbage to the jobber, who lives in an apartment which costs $1,500 per year, on Broadway; keeps an automobile and spends $5,000 per year. From him the cabbage travels to the retailer, who lives in a $700 apartment on a side street, has a corner store, for which he pays $125 a month rent, keeps two delivery wagons at a cost of $140 per month and spends $2,500 a year on his living. Finally the cabbage gets to the consumer. He lives in an apartment for which he pays $40 a month; he rides in the trolley car or the subway; he spends all he can make or a little more to live, and he pays 13 cents for that head of cabbage.—*Exchange.*

✣

Next!

A traveler in Indiana noticed that a farmer was having trouble with his horse. It would start, go slowly for a short distance, and then stop again. Thereupon the farmer would have great difficulty in getting it started. Finally the traveler approached and asked, solicitously:

"Is your horse sick?"

"Not as I knows of."

"Is he balky?"

"No. But he is so danged 'fraid I'll say whoa and he won't hear me, that he stops every once in a while to listen."—*Exchange.*

✣

His Escape

First private—How did Schmidt escape from the Scottish guard?

Second private—He passed his helmet asking for contributions and the guard disappeared.

—*Judge.*

✣

No Novelty to Her

Miss Gigglegum (single and romantic)—The shower of soot and ashes from Vesuvius must be an awe-inspiring sight. Would you not like to witness it?

Mrs. Pottson Pans (married and prosaic)—Oh, I don't know—I've seen my husband take down a stovepipe.—*Judge.*

The Jester

1917—What do you keep your watch under your pillow for?

1918—Oh, that's so I can sleep overtime.

—*Pennsylvania Punch Bowl.*

✤

Theological Conclusion

Philip Collins Denny said at a banquet in Richmond, according to an exchange:

"Some of these modern theologians embark on the vainest and most futile researches. Their questions remind me of the little boy.

" 'Pa,' said this little boy, 'do cannibals go to heaven?'

" 'No, my son, certainly not,' was the reply.

" 'Well, do missionaries go to heaven, pa?'

" 'Assuredly, my son, assuredly.'

" 'But, then, pa,' pursued the boy, 'but then, how about when a cannibal eats a missionary?' "

✤

How It Struck Him

An Atlanta man tells of a trip on a Limited train that was tearing madly along through the darkness. Suddenly the engineer sprang to the lever and set the brakes; the sparks flew from the rails as the locked wheels slid along; the lights were extinguished as two or three cars toppled from the rails. Then there came a silence more ominous than all.

Certain of the passengers made torches from bits of wreckage and began a search for the dead and injured. From one pile of debris there emanated a sound suspiciously like a snore, and soon there was dragged from among a mass of twisted iron a slumbering porter.

"Merciful heavens, man!" exclaimed one of the passengers, "didn't you know there had been a wreck?"

"I shore felt somethin', gents," said the darky, "but I kinder thought we was couplin' on de dinin'-car at Macon."—*Harpers.*

✤

Elsie's Find

Six-year-old Elsie teased her mother unceasingly for a chew of gum before they went into the theater, but explaining that it was impolite to chew in public her mother refused to give it to her.

Little Elsie did not forget the gum, however, for when the show was over she said:

"Mamma, where does gum come from."

"From a tree, Elsie," replied her mother.

"What kind of a tree, mamma."

"Why, a spruce tree, my dear."

"Well, the seat I sat in must have been made of a spruce tree, 'cause I dug a nice big chew of gum off the bottom of it."—*Judge.*

✤

From Our Railroad Department

Mrs. Norah Mulvaney one day met her friend, Mrs. Bridget Carr, who had in her arms her twelfth child.

"Arrah now, Bridget," said Norah, "an' there ye are wid another little Carr in yer arms."

"Another it is, Mrs. Mulvaney," replied her friend, "an' it's me that's hopin' 'tis the caboose."—*Ideal Power.*

✤

A Mistaken Observation

"What graceful free movements your daughter makes in her dancing, Mrs. Comeup."

"They ain't no free movements. We pay her teacher five dollars a lesson."—*Baltimore American.*

✤

Tough!

A gentleman in New Orleans advertised for a man to do chores around the house and the advertisement was answered by a colored man.

"Are you married?" asked the prospective employer.

"Yas, suh, I'se married," replied the applicant, "but mah wife is out of a job. Dat's why I'se got to shif' foh mahself."—*Exchange.*

✤

Diverting the Funds

"Jack's father sent him money to hire a tutor."

"Well?"

"He hired a chauffeur—said that was the kind of a tooter he needed."—*Baltimore Sun.*

✤

Decision Deferred

"How are you going to like your new neighbors?"

"Can't tell. I happened to be out when their furniture was moved in."—*Judge.*

KEEP CARS MOVING

Keep cars moving to keep business going. Freight cars are a business necessity

KEEP CARS MOVING



SPECIAL MERIT ROLL

New York Terminal

At 4.20 a. m. on March 7, captain Lawrence Pearce of the tug "Frederick D. Underwood," picked up thirteen loaded coal boats which were adrift in the East River, and safely landed all of them. We consider this commendable work.

Philadelphia Division

Division engineer G. F. Eberly has written to O. P. Mitchell, husband of agent at Stepney, Md., thanking him for the interest he showed in discovering and reporting defective condition in track at Stepney on February 1.

Mr. Mitchell was formerly employed in the general offices, Baltimore.

Cumberland Division

On March 11, track foreman S. W. Thomas observed defect on car in train No. 94, passing Hobbs, on eastward high speed track., He wrote a note to conductor, but being in doubt as to whether it could be handed on caboose, had his son board caboose as it came up, and deliver the note to the crew, who stopped train and made necessary repairs. This is certainly good work, and indicates that division engineer Trapnell is rapidly getting his track forces organized along Safety First lines.

On December 8, 1915, while No. 96, engine 4284, conductor O'Connell and engineer C. May, with forty-four loads, 2208 tons, was passing Okonoko tower, second trick operator J. E. Kubes observed fire flying from wheels under twenty-fifth car from engine. He had the train stopped at Magnolia, where an examination disclosed a defect under car, which was corrected.

On December 17, 1915, while 1st No. 97, engines 4311 and 4306, was passing Mountain Lake Park, second trick operator W. C. Ready observed wheels sliding and fire flying from under car in middle of train. He had train stopped at Oakland, where it was found that air was sticking.

As extra 6006, west, was passing West End on December 20, 1915, operator T. M Kenny, observed fire fly from under engine He made an examination after train passed and found defect in track. Mr. Kenny called out trackmen, who made repairs.

On December 22, 1915, first trick operator E. O. Fouch, while going home from work, noticed defect under car of No. 96, engine 4302, passing Mountain Lake Park. Being unable to attract attention of crew, because of extra passing, Mr. Fouch went to tower and arranged to have examination made at Deer Park. This was done and the defect repaired.

On December 27, 1915, operator C. D. Hanks, on duty at Magnolia, noticed that load of pipe in train No. 94, engine 4291, had shifted. He notified the crew, who found it necessary to set car off at Orleans Road, for readjustment of load.

On December 29, 1915, while test train west, engine 4274, was passing Sleepy Creek, first trick operator H. R. Hood observed defect under sixtieth car from engine. He notified crew at Hancock by wire and the trouble was corrected at Sir Johns Run.

While extra 4242 east was passing Hancock on December 30, 1915, second trick operator C. E. Henry observed defect on car near rear of train. He had the train stopped at Sleepy Creek, where trouble was corrected.

On January 10, while extra east 4196 was passing his office, H. R. Hood, operator at Sleepy Creek, W. Va., noticed defect on Baltimore and Ohio car 22722. Not being positive that crew understood what he called to them as caboose passed, Mr. Hood arranged to have an examination made at Millers, where

the defect was located. Repairs were made by inspectors at Cherry Run.

J. A. Smith, employed as third trick operator at Blaser, has been commended by the division operator for observing a condition on train No. 2 as it passed his station on January 11. Mr. Smith stopped the train at advance signal and informed crew of defect over the telephone. His close observation and prompt action in this matter indicate that he is a watchful and careful employe.

On December 27, Charles Cottom, signal man at Cumberland, discovered and reported a dangerous condition in eastbound freight track near Polk Street, Cumberland. Repairs were promptly made and the possibility of an accident averted.

On February 22, operator F. C. Littlejohn, first trick operator at Hobbs, saw a dead train of cars start to move. Mr. Littlejohn and repairman E. B. Rittenbaugh, who was present working on indicators, got on the train and stopped it by applying hand brakes. Train had been standing there for some time, and the supposition is that some boys must have released the brakes. This is good work on the part of these two gentlemen, and the division operator has commended them.

While extra 4204 west was passing Hancock on February 23, operator O. J. Rash observed defect in twenty-fifth car from engine, and when caboose reached him handed note to conductor, who corrected trouble at first stop. Again on February 29, as extra 4230 east was passing Hancock, Mr. Rash observed several pieces of six inch pipe shifted in load on Baltimore and Ohio gondola 143,813 and notified the conductor as caboose passed him, so that he might examine car and, if necessary, notify terminal to adjust.

On February 5, while extra 4180 west was passing Sleepy Creek, operator H. R. Hood noticed wheels sliding under three new Q. C. cars, near rear of train. He called to crew on rear, but not being certain that they understood, notified Sir John's Run to inform crew, as extra was close ahead of No. 55.

While No. 94, engine 4199, was passing Sleepy Creek on February 8, Mr. Hood observed defect on P. & R. car 130,205, eighth car from engine. He had train stopped at Miller, where trouble was corrected.

On February 13, Mr. Hood observed something wrong with twelfth car in train of extra 4297 passing Sleepy Creek. He arranged for examination of train at Miller, and the car was set off and repairs made.

While extra 4295 was passing Sleepy Creek, on February 21, Mr. Hood noticed something wrong with sixth car from caboose. Not having time to notify crew, he had train stopped at Hancock, where trouble was corrected.

On February 26, Mr. Hood noticed defective condition of equipment on car in train of extra 4203. As he could not signal the crew, he notified operator at Miller, who had condition corrected.

Mr. Hood is highly commended for the observation and interest displayed in all of these cases.

On February 1, signal repairman W. N. Hank noticed defective condition in car of train No. 88, engine 4302. He got on caboose and notified conductor, who stopped train and made repairs.

While train No. 39, engine 2142, was making its regular station stop at Engle on February 3, fireman O. L. Largent, who was on left side of cab, saw a woman carrying a suit case get out of a buggy and start down track to walk around train. While the woman was walking along the track Mr. Largent saw a freight train approaching at a speed of twenty-five miles an hour. He called to the woman, but she apparently did not hear. He then jumped off his engine and, at the risk of his life, dragged the woman off the track a moment before the train reached her.



O. L. LARGENT

Superintendent Cahill has written to Mr. Largent, highly commending him for his heroic action.

On February 2, J. T. Nuckles, regular trick operator at Hobbs, while standing beside train No. 89, engine 4220, to hand up instructions, observed defective condition on fourteenth car from engine and notified conductor F. W. Smith. Again on February 10, while walking from

Shenandoah Junction to Hobbs. Mr. Nuckles observed defect in L. E. & W. car 1596, in train of extra 4203 west, as train was passing him. He notified conductor J. W. DeJarnette, who was on rear of train, and the trouble was corrected.

This is good work and division operator Drawbaugh has commended him for his action in both these cases.

While fourth No. 97, engine 4176, was passing Sleepy Creek tower, on February 2, regular second trick operator E. M. Pentoney observed defective condition on I. G. N. car 5568. He was unable to notify conductor because of the speed at which train was moving, but arranged to have trouble corrected at Hancock. He is commended.

As No. 97, engines 4311 and 4306, passed Mountain Lake Park on February 7, second trick operator W. C. Ready observed wheels sliding under twelfth car from caboose. He arranged to have train stopped at Oakland, but crew detected trouble at Oakland water station and released brake.

While extra 6016 east was passing Oakland on February 17, operator J. R. Murphy observed something wrong with nineteenth car from rear. He notified the crew, who stopped train east of Oakland and corrected the trouble.

On February 22, extra operator W. B. Cockrell, while going from Hiorra to Newburg, while off duty, discovered defect in the eastbound high speed track at the west end of Braines Curve. After calling out trackmen to make repairs, he telephoned to operator E. P. Nutter, at Hardman, to divert traffic until the trouble was reported corrected.

Martinsburg Shops

On February 11, R. E. Thomas, trackman at Kearneysville, found a defective condition in track at Butlers Flat. He immediately notified foreman and repairs were made. Mr. Thomas deserves special mention for his watchfulness and prompt action.

On March 12, William Pfarr, car repairman, performed special service while off duty. Mr. Pfarr's prompt action possibly prevented damage to property and much inconvenience to train service. His promptness deserves special commendation.

Monongah Division

The following letter from William J. Flaherty, superintendent of the Monongahela Valley Traction Company, is published with the approval of superintendent Scott:

FAIRMONT, W. VA., March 14, 1916.

BALTIMORE AND OHIO EMPLOYES MAGAZINE,
Baltimore, Md.

Dear Sirs:

Today at 10.55 a. m. our Clarksburg to Weston car was flagged and stopped at Combs Cut, a short distance above Two Lick Mine, by crew on your engine 1824. Engine was in charge of conductor F. Yerkey and engineer Hyer, and these gentlemen informed our motorman that a rock had fallen on our track in the cut. Their prompt action is highly appreciated by this Company and tends to show what your "Safety First" movement has done. If it would not be asking too much, I would be very grateful indeed if you would, through the columns of your valuable MAGAZINE thank these gentlemen for me and the Monongahela Valley Traction Co.

Truly yours,
(Signed) WM. J. FLAHERTY,
Superintendent.

Wheeling Division

On February 11, signal repairman L. Muldrew, while going from Cameron tower to Cameron station, found defective condition in main track. He reported the matter to the track foreman, who made necessary repairs. Mr. Muldrew has been commended.

On February 26, as extra west engines 4098 and 4127 were pulling into Bridgeport yard on westbound track, track foreman G. F. Gillham noticed a defective condition of equipment on Big Four car 74,709 and immediately took the necessary steps to have car set off. He has been commended.

While Newark Division train No. 32, engine 2747, in charge of conductor Hukill, was passing Bellaire yard on March 29, conductor A. McMasters noticed defective condition on car and immediately took necessary steps to stop train and have repairs made. Conductor McMasters has been commended.

Lampman John McGlumphy discovered defective condition in main track at Fairpoint, Ohio, on February 14, and notified track

foreman, who had repairs made. Mr. McGlumphy has been commended.

On February 28, operator H. O. Nichols, Winona, observed defective condition in main track west of bridge 105, near Hammond, and notified the track foreman, who promptly had repairs made. He has been commended.

Operator D. R. Hawkins, Winona, found defective condition in main track near Powell at 10.45 p. m. on February 25, and made prompt report to track foreman, who had condition corrected. Mr. Hawkins has been commended.

On January 20, engineer J. Thonen and fireman A. R. Bayles, with engine handling train No. 98, when they stopped at west end of double track at Benton Ferry discovered a large rock on westbound track. Train No. 55 was about due and flagman started out to flag it. Engineer Thonen and fireman Bayles at once proceeded to remove the rock and after some difficulty succeeded in clearing track before arrival of train No. 55. They are commended.

Conductor C. T. Vaughn has on several occasions found switch locks broken. To remedy this condition he has removed locks from telephone booths and placed them on switches. Mr. Vaughn is commended for guarding the Company against accident.

On February 21, brakeman H. Bishop, while flagging at west end of yard, Bridgeport, found defective condition in eastbound main track and made immediate report to dispatcher. He is commended for his watchfulness and prompt action.

Cleveland Division

On January 31, section foreman J. C. Bartley discovered piece of broken flange in switch at Beach City, and immediately reported to telegraph office. The crew of a train which was on siding were notified. They immediately made an inspection of their train and found a car with a defective wheel. The car was set out and a derailment possibly averted.

Mr. Bartley has been commended for his watchfulness.

Connellsville Division

While going to his office at Hooversville, Pa., on January 11, agent W. N. Criss discovered defective condition in track in the Somerset mine siding, about seven rail lengths from Hooversville road crossing. He made prompt reports to the train dispatcher and track foreman, the latter making the necessary repairs.

On January 30, while going to work, operator J. P. Lohr observed defective condition in track, which might have resulted in an accident had it gone unnoticed. He made a prompt report to the train dispatcher and the track foreman was instructed to make repairs. Mr. Lohr is very observant. A short time ago he detected and reported an irregularity which might have caused an accident.

Mr. A. F. Weltner, a citizen living near Point Marion, Pa., rendered the Company a service on February 5. Mr. Weltner saw a large stone roll from the hillside on the opposite side of the river and land on the track. He hurried to his home and telephoned to the agent at Point Marion, who had the obstruction removed. His service is deeply appreciated.

As he was walking beside his train at Roberts, on February 15, conductor F. Morgan observed a defective condition in track in the curve on the passing siding. A train was about to use the siding, but conductor Morgan succeeded in stopping it and made arrangements for the main track to be used. Repairs were made by sectionmen, conductor Morgan having made an immediate report.

Pittsburgh Division

Superintendent Gorsuch has written Mr. D. L. Wallace, a citizen of Karns City, Pa., thanking him for especially meritorious service rendered the Company on January 5, east of bridge 437.

Superintendent Gorsuch has also written to Mr. Robert Bignell, citizen of Washington, Pa., thanking him for services rendered the Company at Main Street Crossing, Washington, on February 13.

P. Deleon, foreman, is commended for services rendered at Broadford, Pa.

New Castle Division

Engineer W. E. Sample has been watching for loose car replacers and has recovered quite a few. We wish to commend him, through the columns of the MAGAZINE, for his interest and help in reducing expenses and recovering valuable material and appliances.

Telegraph operator J. E. Moore, employed by the Erie Railroad, while walking along our track near Sterling, discovered a condition which he immediately reported. The superintendent has thanked Mr. Moore for his valuable service.



J. P. ROOT

J. P. Root, signal repairman at Ravenna, O., has been keeping his eyes open while traveling along the line in the performance of his duty. He has found three different defective conditions in the last six weeks, all of which were promptly reported and corrected. His interest and observation has been recognized by his superintendent.

Chicago Division

H. R. Sheller, operator at Bremen, is commended for observing and promptly reporting hot box on train second No. 94, on February 23.

Operator W. G. Wineland is to be commended for his vigilance in observing and promptly reporting defective condition of crossing frog at HK tower.

C. H. Oblitzel, operator at Rosedale, is commended for his watchfulness and prompt action in stopping extra 4320, February 5, to report a hot box on car in train.

Operator F. B. Magill is commended for his vigilance in observing and promptly reporting defective condition of car in train No. 94 on February 20.

On February 13, operator Harry Stafford observed dust flying from one of the cars in extra 4309. He stopped train as quickly as possible and it was found that a defect which might have caused a serious accident existed on one of the cars. His watchfulness and prompt action in this case are commended.

On February 14, operator F. C. Osborn observed very hot wheel on a car near head end of train extra 4262, while it was passing Bremen. He stopped the train at advance signal and had the defect corrected. His action is commended.

On February 14, operator J. B. Faulkner observed defective condition of car in extra 4262. His prompt action in stopping train probably averted a derailment. He is commended.

Signal maintainer H. O. Umbaugh has been commended by the superintendent for interest shown in discovering and promptly reporting defective condition of track at Union Center on January 23.

Floyd Jameson, freight house foreman at Napanee, has been commended for cleaning snow from switch point at Napanee on January 16, thus preventing delay to trains Nos. 7 and 8.

Engineer E. M. Alley is commended for observing and correcting defective condition on H. C. A. & N. car 398.

Superintendent Jackson has written the following letter to conductor V. J. Thomas and brakeman M. H. Harman:

"We are in receipt of advice that you gentlemen rendered assistance that enabled engineer Bailey to revive engine 4262 quickly at Bremen, on February 22. I wish to express my appreciation of the interest shown in this case."

Operator G. H. Harer is commended for reporting defective condition of car in train of 4323, passing Milford Junction on March 12.

On March 12, operator W. H. Smith noticed wheels sliding on a car of extra 4320, passing Sherwood tower. He stopped train and it was found that all four wheels were very hot. His watchfulness and prompt action are commended.

Commendatory notations have been placed on the records of conductor F. C. Gingery and brakemen J. A. Stamant and E. E. Koble for action taken in connection with finding defective condition in track at McCool on February 10, and arranging to protect until repairs were made.



HOWARD W. LOWE

Operator D. W. Koons is commended for stopping and promptly reporting defective condition of car in extra 4264 on March 9.

Operator H. W. Lowe is commended for his watchfulness and prompt action in reporting defective condition of a car in train passing Alida tower.

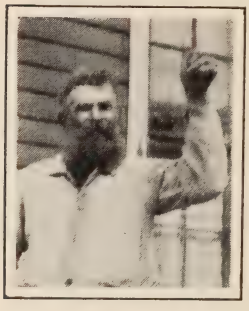
Ohio Division

Herman Ray, signal maintainer at GN tower, detected defective condition of equipment on car in train No. 197, as it was passing GN tower on March 3. He called attention of flagman on train to the defect. The train was stopped and the car set out.

Indiana Division

At Cochran, on January 21, the fireman on train No. 31 was suddenly taken ill, and brakemen A. C. McGinnis and H. E. McDonald (in order to avoid serious delay) alternated as fireman and brakeman, and advanced train from Cochran to Seymour with little or no delay. They are commended for relieving a situation that would have caused considerable delay.

Samuel Hodapp is one of the oldest and most valued employes in the Seymour yards. His duties are varied, and he is useful in many capacities. For a number of years he was wrecking foreman, but during the last five or six years he has been an inspector. Some times he is sent out along the line to make repairs to damaged cars. At Brownstown on February 1, while on one of these trips, he noticed a defective condition on car in one of our fastest freight trains, and succeeded in getting the train stopped and the condition corrected. Mr. Hodapp's son Albert was the conductor in charge of the train. On February 2, at Seymour, Mr. Hodapp and inspector Carpenter were waiting at the station, this time under instructions to ice and water a car on train No. 2. Mr. Hodapp noticed a defective condition on baggage car 431, as train was pulling up to the passenger station. He at once made necessary repairs and eliminated a dangerous condition. On March 17, Mr. Hodapp noticed that No. 7 was having some trouble at the station here, and at once went to the train and found the inspectors unsuccessfully trying to apply a brass to the baggage car. He at once got busy and discovered that the wheel was loose on the axle. The car had to be set out.



SAMUEL HODAPP

Mr. Hodapp is sixty-four years old and does not wear glasses. Such men are most valuable employes and the Company appreciates their long and faithful service. Mr. Hodapp is president of the Button order.



PAUL NANEY
See Illinois Division, Page 81, March issue

On January 7, H. J. Yates, telegraph operator at Charlestown, discovered defective condition of equipment on car in passing train first No. 88. He sent message by 'phone to Clarke and the train crew was notified and the condition corrected. Mr. Yates is commended for his close observation and prompt action.

One night recently, the night watchman at Lehigh plant telephoned a report that a freight car was afire in the yard. Engineer E. Marsh took his engine and went to the yard. He found the car blazing, coupled on to it and took it to water plug at Lehigh Mill No. 1, where he extinguished the fire. The car was set afire by hobos, who had a fire on the floor. Engineer Marsh is commended for his prompt action.

Toledo Division

On February 18, agent operator O. C. Sterling, Weston, O., observed defective condition in passing train No. 87. He had the train stopped and repairs were made. He is commended for his prompt action.

On January 4, and again on January 5, operator P. A. Belz, P. C. C. & St. L. Junction, observed defective conditions in P. C. C. & St. L. trains passing his office. On both days he promptly got into communication with the operator at New River Junction, where trains were stopped and the condition corrected. He is commended for his close observation and prompt action.

On February 22, operator R. W. Hoskinson, on duty at Deshler, O., observed defective condition of equipment in passing train No. 87. He reported to dispatcher, who notified train crew at next station, where repairs were made. Mr. Hoskinson is commended for his prompt action.

On February 22, conductor S. A. Kopp discovered and promptly reported defective condition in track in siding at AX cabin. His prompt action in correcting a dangerous condition is commended.

Conductor S. H. Erwin, while on his way to work on February 17, observed defective track condition between Ivorydale and Elmwood and reported to train dispatcher and yardmaster. Mr. Erwin is commended for watchfulness and prompt action.

Engineer Charles E. Sands, train No. 94, observed and removed obstruction on track at Miamisburg, on February 19. He is commended for his observation and prompt action.

Conductor F. Champion, while going through the yard at Lima on February 16, noticed a negro carrying a sack. Mr. Champion started for town with the negro, but on the way the man got away from him. Mr. Champion then telephoned to the police, who found and arrested the negro near the town. He pleaded guilty to the theft of brass and was fined and given a jail sentence.

Conductor Champion is highly commended for preventing the theft of the Company's property.



A. F. ESSLINGER

On February 20, second trick operator A. F. Esslinger, on duty at AX cabin, discovered defective condition of equipment in passing train extra 4100. He succeeded in getting stop signal to crew and the condition was remedied. His close observation and prompt action in eliminating the possibility of an accident is commended.

Wellston Division

On March 9, conductor H. E. Roseboom, on extra 372 east, discovered defective equipment on C. H. & D. car 26369, as train was pulling out of Frankfort. He had train stopped and car set off.

Carelessness—The Greatest Enemy of Safety

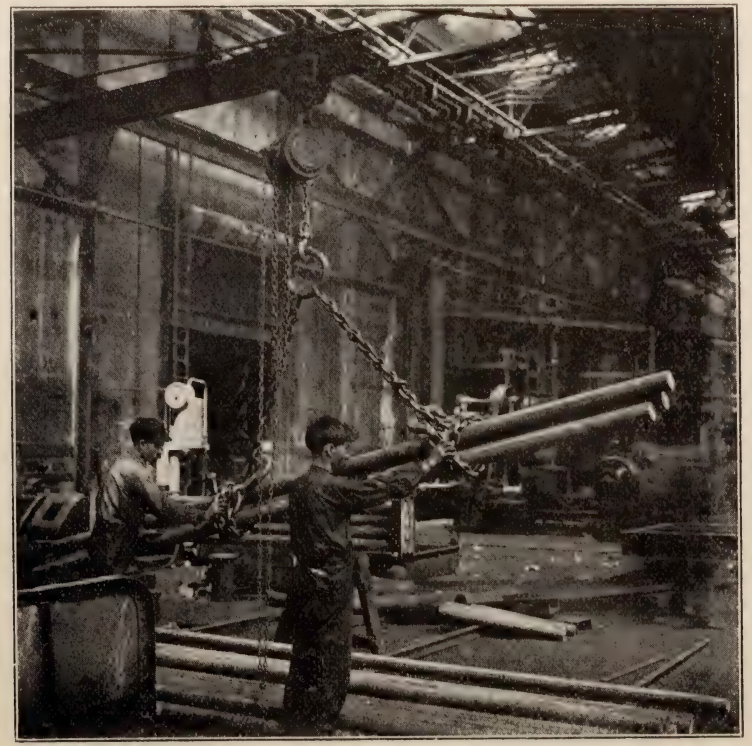
(Extract from Report of the Washington State Labor Commission)

IT IS quite generally assumed by persons who have not studied the matter from the practical end, that accidents are attributable, for the most part, to the absence of safety devices in places where danger is known to exist, but closer examination has shown that a wider view of the subject must be taken than this, and that we must recognize many other causes also—notably Ignorance, Carelessness, Unsuitable Clothing and the use of intoxicating liquor.

"There is a widely prevalent belief that the installation of protective devices on machinery is all there is to the safety of employes. This view is erroneous. Safety devices are merely capable of preventing accidents to a limited extent. This has been demonstrated in plants that were safeguarded to the extreme by the most modern devices, yet accidents continued, but, of course, in a reduced number. However, the first step to Safety must necessarily be the safeguarding of dangerous machinery. The quality of the workman and the character of the superintendent are equally important. Intelligent superintendents and workmen will labor in places of poor physical condition without accidents, whereas an inferior class of labor under the most perfect conditions will produce a large number of accidents.

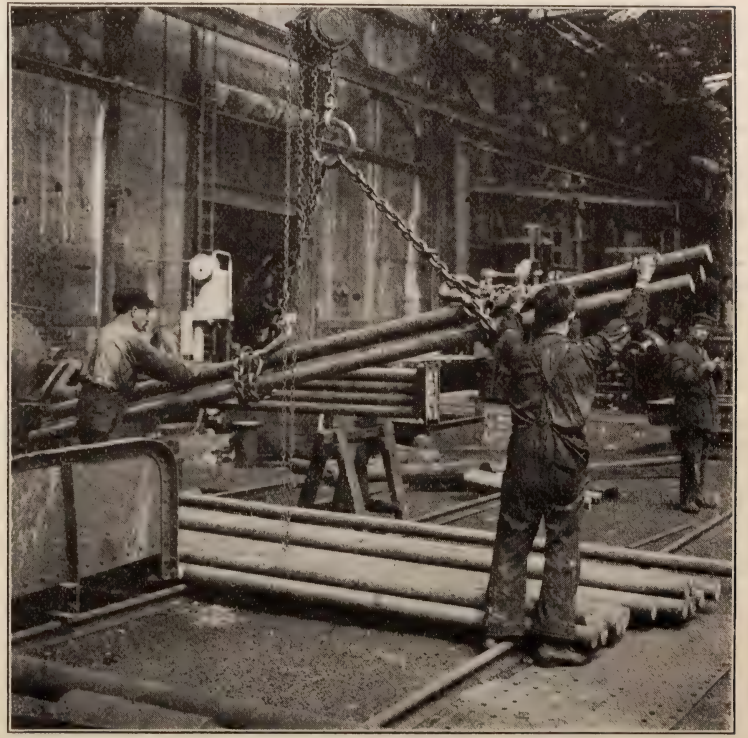
"Carelessness is a factor in accidents and is the cause of many avoidable injuries. *In fact, it can safely be said that carelessness, in some form or other, is responsible for more accidents than any other specific cause.* Carelessness sometimes takes the form of downright recklessness, although it is more frequently manifested as merely thoughtlessness or indifference. Every workman should be thoroughly impressed with the fact that his safety, and the safety of his fellow workman, depend on his own carefulness. He must consider the result of every movement when he is engaged in work of a hazardous nature, when he is operating a machine or in a dangerous occupation. A workman who is reckless in his movements is a more dangerous factor around the premises than an unguarded machine and should not be employed where he can jeopardize himself and his fellow workmen."

BE CAREFUL—Don't Let This Happen to You



WRONG WAY

Workmen often suffer the loss of thumbs and fingers by holding on to the chains when loads are suspended from cranes.



RIGHT WAY

When guiding or pushing a load of material be sure to take hold of the material AT THE TOP and KEEP AWAY FROM THE CHAINS.

REMEMBER—This Company Does Not Want Careless Men in Its Employ

Courtesy American Locomotive Co.



AMONG OURSELVES

Baltimore and Ohio Building

Claim Accounting Bureau

Correspondent, GEORGE SWEITZER

The latest addition to our office force is a real, genuine, original country boy. If you doubt the truth of this statement, call at the Claim Accounting Bureau for an interview. The boy in question is Melville Foster, from the bushes of Cowenton, Md. He has been with us for five months, and what he does not know about the city is not worth knowing. He spends his lunch hours in sky-larking about town, making memoranda and notes about the big buildings. It seems rather difficult for him to catch on to the customs of the city boys. Foster often takes to the street, and he cannot understand why more people do not walk in the street and thus relieve the pavements of some of the crowd. Of course, in Cowenton there are no pavements and we take it for granted that that is the reason he prefers the streets. Melville has given the boys a few pointers in regard to farming and seems to know a thing or two about the business. He has also extended an invitation to the boys of the office to spend their vacations on his farm at Cowenton, and to watch him follow the plow.

Auditor Miscellaneous Receipts

Correspondent, OLIVER R. LUTZ

Oliver R. Lutz was born in Baltimore on August 16, 1889. After being graduated from public school he attended one of Baltimore's business colleges.

He entered the service of the Baltimore and Ohio Railroad Company in September, 1905, as copyist in the office of superintendent of car service, later being promoted to the transfer desk in that office. In May, 1906, he obtained a position as file clerk in the office of the chief engineer, and a year later accepted a position



OLIVER R. LUTZ

as stenographer in the office of the signal engineer. In May, 1909, he was transferred to the office of auditor of revenue as stenographer.

On April 1, 1912, he was transferred to the general auditor's office as stenographer to L. A. Lambert, who was at that time special accountant, and on January 1, 1914, when Mr. Lambert was made auditor miscellaneous receipts and accounts, was appointed his secretary.

Mr. Lutz thinks that the MAGAZINE offers the employes a splendid opportunity for keeping posted upon just what is going on along the lines of the great System of which they are a part, and feels that all should bend every effort to make it helpful and interesting to its readers.

Timber Preservation Department

H. A. Addison, formerly of the auditor of disbursement's office, has been transferred to the timber preservation department, as chief clerk. Mr. Addison can feel confident that he will have both the best wishes and the hearty cooperation of the clerks in this office.

The accompanying picture is of C. R. Neighborgall's mother and two children, Claude and Charles, Jr.

Mr. Neighborgall entered our service on March 1, 1905, as tie inspector; on April 1, 1908, he was transferred to the test bureau, under the supervision of J. R. Onderdonk, engineer of tests, Mt. Clare, and was made general lumber inspector on September 1, 1910. On March 1, 1916, he was transferred to the office of F. J. Angier, superintendent timber preservation.

We realize how badly his friends in the test department feel about losing him, but we are glad to have a man of Mr. Neighborgall's caliber in the timber preservation department.



MOTHER AND CHILDREN OF C. R. NEIGHBORGALL

Auditor Passenger Receipts

Correspondent, GEORGE EICHNER

Leola Lainhart, whose picture is here shown, is four years of age and the eldest daughter of Mr. and Mrs. O. R. Lainhart of Relay, Md.



LEOLA LAINHART

Mr. Lainhart has served the Company for the last ten years, beginning his career as a messenger and now holding the position of interline ticket tracer clerk. He comes from a family of railroad people, his father having been a conductor for a number of years.

New York Terminal

Correspondent, S. W. NELSON, *Assistant to Cashier*, Pier 22

Divisional Safety Committee

F. L. BAUSMITH.....Chairman, Assistant Terminal Agent
W. B. BIGGS.....Freight Agent, Pier 22, N. R.
A. L. MICKELSEN.....Freight Agent, St. George Lighterage
J. J. BAYER.....Freight Agent, 26th Street
J. T. GORMAN.....Freight Agent, Pier 21, E. R.
T. F. GORMAN.....Freight Agent, Pier 7, N. R.
R. B. NASH.....Freight Agent, St. George Transfer
H. R. TAIT.....Freight Agent, Wallabout

Staten Island Rapid Transit Railway Company

Correspondent, R. GROELING, *Chief Clerk* Clifton, S. I.

Divisional Safety Committee

PERMANENT MEMBERS

T. L. TERRANT.....Chairman, Assistant Superintendent
B. F. KELLY.....Vice-Chairman, Trainmaster
W. B. REDGRAVE.....Engineer Maintenance of Way
J. BOWDITCH.....Assistant Engineer Maintenance of Way
W. A. DEEMS.....Master Mechanic
A. CONLEY.....Road Foreman of Engines
F. PETERSON.....Supervisor of Station Service

THE BALTIMORE AND OHIO GLEE CLUB

HAS THE PLEASURE OF ANNOUNCING THAT

CHARLES GILBERT SPROSS
EMINENT PIANIST AND COMPOSER

AND

JOSEPH MATHIEU
TENOR

WILL BE THE SOLOISTS AT ITS CONCERT AT ALBAUGH'S
ON THE EVENING OF MAY TENTH

MR. SPROSS WILL PLAY

(*a*) Etude Melodique . . . . . *Raff*
(*b*) Barcarolle . . . . . *Spross*
(*c*) Scherzo-Valse . . . . *Moszkowski*

MR. MATHIEU WILL SING TWO GROUPS OF MR. SPROSS' SONGS WITH
THE COMPOSER AT THE PIANO

Dr. DeRevere	Medical Examiner
J. B. Sharp	Coal Agent
R. B. Nash	Agent, St. George Transfer
A. L. Mikelson	Agent, St. George Lighterage
E. Alley	Supervisor of Tracks
W. L. Dryden	Signal Supervisor
C. H. Kohler	Superintendent of Ferries
J. F. McGowan	Chief Train Dispatcher
F. J. Dolan	Supervisor of Crossing Watchmen

ROTATING MEMBERS

J. Rider	Car Inspector
D. B. Hayes	Conductor
John Dooly	Machine Shop
P. Van Pelt	Painter
M. Garrity	Car Repairman
A. Kelly	Locomotive Fireman
J. Klinger	Agent
J. Hanlon	Locomotive Engineer
Jos. McDonald	Signal Repairman
J. P. McNiesch	Freight Trainman



AGENT AND CLERKS AT ST. GEORGE FREIGHT HOUSE

Effective March 1, R. B. Nash was appointed joint freight agent at St. George.

Mr. Nash entered our service in June, 1911, as an extra operator. In December of the same year he was appointed to the position of agent at Bayway, N. J. He was made freight agent at Port Richmond in May, 1912, and promoted to traveling auditor of the Staten Island Lines in February, 1914, holding that position until his recent appointment as joint freight agent.

The promotion of Mr. Nash comes as a result of hard work and close study of the freight business.

E. Decker has been promoted to the position of traveling auditor, vice R. B. Nash.

Mr. Decker entered the service in December, 1910, as a clerk in the transfer house at St. George. In May, 1912, he was transferred to the Tompkinsville freight house and promoted to the position of freight agent at Port Richmond in February, 1914.

Mr. Decker is a hard worker, and we all wish him success in his new work.

Harry Rogers has been appointed secretary to W. H. Averell, general manager of New York properties.

F. J. Dolan, for a number of years timekeeper in the master mechanic's office at Clifton, has been appointed inspector of crossing watchmen.

B. Levy, clerk in the storekeeper's office, has been appointed timekeeper in the master mechanic's office.



C. M. DAVIS

The accompanying picture is of C. M. Davis, who has been appointed chief clerk to the yardmaster at St. George. He will also have charge of the float clerks.

Mr. Davis entered the service on August 16, 1910, as chief clerk to trainmaster, and in September, 1915, was promoted to chief clerk to assistant superintendent, a position which he held until his present promotion.

Owing to weather conditions the maintenance of way department forces have not made the progress they expected to on new construction in Arlington Yard, but the contractors have made good progress filling. The greater part of the month has been spent in fighting snow.

Hugh Canlon, of the engineer corps, took a trip to Baltimore with Paul Milburn, to spend a week-end with him and to view the sights of the old city.

W. L. Dryden, supervisor of signals, was present at the American Railway Engineering Association Convention at Chicago, Ill. Mr. Dryden is also a member and chairman of one of the committees of the Railway Signal Association, which held a meeting at the same time and place.

No active work has been done during the month on the elimination of the grade crossing at Pennsylvania Avenue, Rosebank, because of non-arrival of steel.

Our master carpenter, John Johns, took first prize trimming ladies' hats in a contest held in New York City by the Cornishmen's Association.

H. W. Ordeman, of the engineer corps, and his wife, visited relatives in Frederick, Md., recently.

Philadelphia Division

Correspondent, J. C. Richardson, *Chief Clerk*

Divisional Safety Committee

S. T. Cantrell.....Chairman, Superintendent
W. T. R. Hoddinott.....Trainmaster, Vice Chairman
G. F. Eberly.....Division Engineer
J. P. Hynes.....Master Mechanic
J. E. Sentman.....Road Foreman of Engines
H. K. Hartman.....Chief Train Dispatcher
T. B. Franklin.....Terminal Agent
D. C. Elphinstone.....Captain of Police
F. H. Lamb.....Division Claim Agent
Dr. C. W. Pence.....Medical Examiner
C. E. Webb.....Road Engineer
P. C. Clark.....Road Fireman
W. T. Dagney.....Road Conductor
Albert Hatfield.....Yard Conductor
Thomas Cooper.....Tool Room Man
Frank Gatchell.....Piece Work Inspector
R. C. Acton.....Secretary

Wanted—Twenty-five men to join our brass band.

We would like to hear of some good players who would like to join the East Side brass band. For further information write to Thomas Cooper, East Side Machine Shop, Philadelphia.

J. M. Hill, for some time clerk and operator at Yorklyn, Del., was appointed ticket agent at Chester, Pa., effective March 15.

E. T. Seibert, formerly ticket agent at 60th Street, Philadelphia, was appointed freight agent at Chester, Pa., effective March 15.

H. E. Grace, tonnage clerk in superintendent's office, resigned on March 16, to take a position with the Remington Arms Co., at Eddystone, Pa.

Business continues to be very heavy on the Philadelphia Division, and a number of new men have been employed in the various departments.

A circular has been received announcing the appointment of C. C. F. Bent as general agent of the Philadelphia territory, with headquarters in Philadelphia. His many friends will welcome him to the City of Brotherly Love.

The friends of F. G. Hoskins, formerly our division engineer, were greatly pleased to learn of his appointment to the position of superintendent of the Ohio River Division.

Baltimore Division

Correspondent, ————————

Divisional Safety Committee

P. C. Allen.....Chairman, Superintendent
J. P. Kavanagh....Vice-Chairman, Assistant Superintendent

Y. M. C. A.

T. E. Stacy.....Secretary, Riverside
E. K. Smith.....Secretary, Brunswick
G. H. Winslow.....Secretary, Washington

Relief Department

Dr. E. H. Mathers.....Medical Examiner, Camden
Dr. J. A. Robb.....Medical Examiner, Washington, D. C.
Dr. J. F. Ward.....Medical Examiner, Winchester

Claim Department

R. B. Banks.....Division Claim Agent, Baltimore

TRANSPORTATION DEPARTMENT

S. A. JORDAN	Assistant Superintendent, Brunswick
C. A. MEWSHAW	Trainmaster, Baltimore
E. C. SHIPLEY	Road Foreman, Riverside
J. J. McCABE	Trainmaster, Harrisonburg
W. T. MOORE	Agent, Locust Point
D. M. FISHER	Agent, Washington, D. C.
W. E. SHANNON	Agent, Brunswick Transfer
A. M. KINSTENDORF	Agent, Camden
C. T. GROVES	Freight Conductor, Riverside
A. T. MOXLEY	Freight Engineer, Riverside
C. E. CRUMMITT	Freight Fireman, Riverside
C. A. HAYMAN	Yard Conductor, Bay View

MAINTENANCE OF WAY

H. M. CHURCH	Division Engineer, Baltimore
S. C. TANNER	Master Carpenter, Baltimore
C. A. THOMPSON	Signal Supervisor, Baltimore
E. E. PEDDICORD	General Foreman, Locust Point
A. C. ZEPP	Supervisor, Baltimore
J. BIDEN	Foreman, Mt. Clare
S. J. LICHLITER	Supervisor, Staunton
W. DAY	Foreman, Gaithers
J. S. SCHELL	Carpenter Foreman, Baltimore

MOTIVE POWER DEPARTMENT

A. K. GALLOWAY	Master Mechanic, Riverside
W. BATTENHOUSE	General Foreman, Riverside
E. C. HERGET	Labor Foreman, Riverside
C. P. LEHRER	Gang Foreman, Baileys
L. A. MOGART	Clerk, Locust Point
J. J. GOOD	Roundhouse Foreman, Brunswick
R. F. PETERS	Assistant Foreman Car Department, Brunswick
T. O'LEARY	Car Foreman, Washington

Riverside Y. M. C. A.

While the Riverside Y. M. C. A.'s recent campaign for increased membership did not bring as many new members into the association as were hoped for, it was quite successful. Clarence W. Egan, general claim agent, was the "superintendent" of one of the "divisions," and brought in 116½ of the total of 230 new members secured through the campaign.

Mr. Egan was the winner of the prize offered to the man bringing in the greatest number of new members, and donated it to a good cause.

Although the campaign did not secure the hoped for number of new men, T. E. Stacy, secretary of the Riverside association, feels that much good was accomplished, as it made the Y. M. C. A. better known to many of our employes. A hearty invitation is extended to all of our men to drop in at the "Y" and get acquainted.

"The House That Jack Built," the Baltimore and Ohio's interesting Safety movie, together with a collection of stereopticon slides, was shown at the Riverside Y. M. C. A. on the evening of March 28. E. R. Scoville, chairman of the General Safety Committee, addressed the 200 employes and members of their families who, despite the bad weather, attended.

The Riverside Bowling team went to Cumberland on March 18, and won two games out of five. While they were not joyful over the result of the contest, they had a splendid time socially. The Cumberland Y. M. C. A., under the direction of our friend Mr. Montignani, certainly knows how to entertain visitors.

The Sunday campaign shop meetings at Riverside and Mt. Clare have been very helpful.



OFFICE AND OPERATING FORCE OF THE MOTIVE POWER DEPARTMENT AT LOCUST POINT

At Riverside last Friday, fourteen men raised their hands, thereby expressing a desire to lead the Christian life. The meetings at machine shop No. 2 and the pipe shop have been well attended.

Brunswick

Correspondent, E. K. Smith, *Secretary* Y. M. C. A.



W. O. RUNKLES

W. O. Runkles, foreman on section 64, Brunswick yards, who was unfortunate enough to suffer an eye injury last November, writes to us as follows:

Editor of the Employes Magazine:

I want to thank Dr. Robert Randolph for the good care he took of me and for the successful operation that he performed on my left eye, which was injured by a piece of flying steel last November. I also want to thank the Company for employing such doctors as Dr. Randolph to care for injured employes.

Yours truly,

(Signed) W. O. Runkles.

Washington, D. C., Freight Station

Correspondent, W. H. Whiting, *Chief Clerk*

During the last few weeks the motto "Safety First" has been constantly before the eyes of the public in Washington, and it is especially gratifying to know that the use to which it has been put is the one for which it was originally designed, and not for advertising chewing gum or cigarettes. We have seen it prominently placed in the front of our street cars and our newspapers have been full of the subject.

This crusade was brought about by reason of a "Safety First Exhibit," which was recently held in the New National Museum by the United States Government. This exhibit was open every day until 10 p. m. and at no time did the interest lag, the attendance always being large. On each day some prominent speaker addressed those present, and it is a very significant fact that among the speakers were the heads of nearly all the government departments.

The following item, taken from a recent issue of the Washington *Star*, is of especial interest to Baltimore and Ohio employes, as it will be seen that our road, which was the first to adopt the "Safety First" motto, is also the first road to be used by Uncle Sam in extending the great principle for which that motto stands. This is one more item to be added to the already long list of Baltimore and Ohio "Firsts."

"To give the people all over the country an opportunity to see what the government is doing to conserve life and property, a "Safety First" train will be sent out, leaving this city May 1, it was learned at the Interior Department today.

"According to the present tentative plans, the train is to be sent over all of the lines of the Baltimore and Ohio, including its branch lines, and then efforts will be made to have other railroads of the country take it up."

The selection of our railroad for the first test of this idea by the government, shows the position we hold in "Safety" work.

Another instance in which "Safety First" was the predominating thought occurred at this station recently, when Dr. E. M. Parlett, Sanitarian, and T. E. Stacy, secretary of the Baltimore Branch of the R. R. Y. M. C. A., delivered an illustrated lecture on the "Evils of Alcohol." The lecture, which was delivered during the noon hour, was attentively listened to by about sixty of the employes of this station, and the effects of indulgence in the liquor habit were vividly portrayed. It is sincerely hoped that great good will result from the efforts of the lecturers.

This lecture was given in Washington at a very appropriate time, as the liquor question is now before the citizens of the city through the agitation produced by what is known as the "Sheppard Bill," which is now before Congress, and which, if passed, will prohibit the sale of all intoxicants in the District of Columbia.

There have been one or two changes in our office force during the last month. Charles E. Stanford, formerly yard delivery clerk, has been promoted to O. S. & D. clerk and Finley J. Harrison, utility clerk, succeeds Mr. Stanford as yard delivery clerk. We wish both these gentlemen success in their new work.

Washington Terminal

Correspondent, G. H. Winslow, *Secretary* Y. M. C. A.

Several educational group talks were given during the month. "Athens and Rome" was given on the 3rd, "The Holy Grail" on the 6th, and "Yellowstone Park" on the 15th.

"The Evils of Alcohol" was the subject of a stereopticon lecture given by Dr. E. M. Parlett to the members of this association on the 8th. The lecture was followed by a good, old-fashioned, soul-stirring talk by R. R. Jenkins, secretary of the Baltimore and Ohio Railroad Y. M. C. A. at Chicago Junction, Ohio. Mr. Jenkins told of the injurious effects of "booze" and urged the men to abstain from its use and to help the "other fellow" give it up. T. E. Stacy, secretary of the Riverside Y. M. C. A. of Baltimore, also spoke.

Mr. Jenkins led the fifteen minute devotional service on the 9th. His message was strong and helpful.

J. F. Waters, president of the Evening Baseball League and Adams Express agent, has been transferred to Lynchburg, Virginia. While we regret the loss of such a loyal worker and all-round good sport, we wish Mr. Waters good luck and success in his new position.

The Sunday meeting of March 5 was led by Homer Edson, of the Fourth Presbyterian Church. Mr. Edson, who is an ardent Christian worker, interested in young men and boys, delivered a strong address.

Miles M. Shand, chief of the bureau of appointments of the State department, was the speaker on Sunday afternoon, March 12. Mr. Shand's subject was, "Song and Story." Eight of the old church hymns were spoken of and illustrated by the stereopticon.

C. D. Perry and W. W. Tenney, membership secretary and physical director respectively of this association, went to Baltimore on the 12th to hear "Billy" Sunday. They are loud in their praise of Sunday and his methods.

On the 19th of February, Hubert Riley of the car department and Miss Elizabeth Huber of this city, were married. We wish the young folks joy and happiness.

Physical director Tenney is wearing a broad grin these days. The reason is that a fine healthy daughter made her appearance on the 10th of February. Both baby and mother are doing well.

Two events of importance were held at the Ivy City shops on March 21. A luncheon was served at noon for the day men and at midnight for the night workers. It was a "get together" affair, given by members of the Terminal Y. M. C. A., to their fellowworkers. C. F. Maehle was chairman of the special committee in charge.

The Basket Ball League completed its schedule of thirty-six games on the 17th. Pennsylvania won, with Chesapeake and Ohio second. Southern and Baltimore and Ohio tied for third place.

The Baltimore and Ohio team has left the cellar position in the Evening Bowling League and is in sixth place. The boys are plugging hard, and will finish higher up than their present position.

The Morning Baseball League perfected its organization at a meeting held March 15. T. E. Kinsey, superintendent of Pullman Co., was elected president; J. H. Flynn, station master, vice-president; W. W. Tenney, secretary, and O. J. Rider, treasurer. Four teams reported that they would be ready to play on April 17, the day set for the opening games.

Mount Clare Shops

Correspondent, S. E. Forwood, *Secretary to Superintendent*

Divisional Safety Committee

L. Finegan	Chairman, Superintendent of Shops
R. P. Litchfield	Machinist, No. 1 Machine Shop
J. O. Perin	Machinist, No. 2 Machine Shop
F. W. Scott	Machinist, No. 3 Machine Shop
H. C. Yealdhall	Boilermaker, Boiler Shop
Edw. Fetrow	Smith, Smith Shop (also Foundry)
S. C. Carter	Machinist, Erecting Shop
W. D. Lenderking	Pipe Fitter, Pipe Shop (also Tin and Tender
J. P. Reinardt	Fire Marshal, Yard, Axle Shop, Flue Plant and Rolling Mill
H. H. Burns	Car Repairman, Freight Repair Track
J. W. Smith	Car Builder, Passenger Erecting Shop
Wm. F. Smith	Mill Machine Hand, Saw Mill
Walter Hart	Car Builder, Steel Car Repair Track
A. F. Becker	Painter, Paint Shop

"Beans"

Have you seen him? Have you seen him?
He's an onery, slippery cuss!
If you ask him what he's doing, he is sure to
make a fuss.
If you're really, truly busy, he is always
hanging 'round,
But if you ever want him he is nowhere to be
found.
He's supposed to go and fetch the cards from
all the shops each day,
'Tho we would really like to know if he
doesn't stop to play.
He's our little philly-loo-loo bird and prince
of all the loons,
He chews tobacco like a man and fills all the
gaboons.
You know him by his smiling face when he
comes strolling in
The boiler or erecting shops, the smith or
pipe and tin.
Altho he wears the name of "Beans" he
doesn't really shirk,
When we are up against it, he's a first class
piecework clerk.

Cumberland Division

Correspondents

THOMAS R. REES, *Secretary to Superintendent*
H. H. SUMMERS, *Superintendent's Office*
W. C. MONTIGNANI, *Secretary, Y. M. C. A.*

Divisional Safety Committee

M. H. CAHILL	Chairman, Superintendent
J. W. DENEEN	Vice-Chairman, Trainmaster, East End
T. R. REES	Secretary
E. P. WELSHONCE	Trainmaster, West End
L. J. WILMOTH	Road Foreman, East End
M. A. CARNEY	Road Foreman, West End
W. TRAPNELL	Division Engineer
T. R. STEWART	Master Mechanic
J. K. MILLHOLLAND	Assistant Master Mechanic
E. C. DRAWBAUGH	Division Operator
DR. J. A. DOERNER	Medical Examiner
DR. F. H. D. BISER	Medical Examiner
DR. L. D. NORRIS	Medical Examiner
G. R. BRAMBLE	Freight Agent
W. D. STROUSE	Joint Agent
C. W. HAYMOND	Car Foreman, East End
W. T. DAVIS	Car Foreman, West End
F. L. LEYH	Storekeeper
W. M. HINKEY	Storekeeper
W. S. HARIG	Division Claim Agent
J. Z. TERRELL	Freight and Ticket Agent
I. S. SPONSELLER	General Supervisor
J. C. MCCARTHY	Captain of Police
F. A. TAYLOR	Master Carpenter
W. L. STEPHENS	Shop Clerk
W. C. MONTIGNANI	Secretary, B. & O. Y. M. C. A.

ROTATING MEMBERS

J. E. PYNE	Freight Agent
F. M. SHULTZ	Freight Fireman
O. F. DORSEY	Freight Conductor
G. W. RIDENBAUGH	Yard Brakeman
M. G. LIGHT	Machinist
E. F. DAVIS	Car Inspector

Walter S. Harig, division claim agent at Cumberland, suffered a severe accident on a neighboring railroad on March 21. It is hoped that, although the injury was serious, and his hand was pretty badly crushed, he will recover completely and without handicap to him in his work.



AILEEN IZZATTE COLLAWN

The accompanying picture is of Aileen Izzatte Collawn, four months old daughter of east end, Cumberland Division brakeman, E. E. Collawn.



CHESTER AND VIRGIL MOUSE

The accompanying picture is of the children of J. C. Mouse, flagman on east end of Cumberland Division; Chester, age three, and Virgil, age one. Mr. Mouse lives at Cumberland, Md.

V. T. Renner, formerly of the division freight agent's office, Parkersburg, but for several months employed at Philadelphia as freight solicitor, has been appointed chief clerk to division freight agent at Cumberland, vice R. J. Beggs, promoted to general freight agent's office, Baltimore. Mr. Renner has been in our service for twelve years.

Martinsburg Shops

Correspondent, W. L. STEPHENS

A fine baby boy recently arrived at the home of frogman J. H. Keller, of Airlee Heights.

Born to Mr. and Mrs. J. A. Jordan, a baby girl. Mr. Jordan is a drill pressman in the frog shop.

Ben Carter, trackman, of Kearneysville, is wearing a happy smile. A boy. Ben says he will be a trackman.

The signal corps are working in the yards here, installing the new block system. The work is going forward rapidly.

Edward Homer, a retired engineer, died at his home in this city on March 15. Mr. Homer, who was seventy-five years old, spent many years in our service, and was an efficient employe and an esteemed citizen of Martinsburg. The funeral services were held in his late home on West John Street. Interment was in Green Hill Cemetery.

Mrs. James Dillon, mother of Harry Dillon, an employe of the local shop, died at her home

near Hedgesville, Berkeley Co., on March 15. Mrs. Dillon was sixty-eight years old. The funeral services were held at her home. Interment was in Hedgesville Cemetery.

Edward Clayton Russler, aged twenty-four years, died at his home in this city on March 17, after an illness of several months. He was a clerk in the supervisor's office and a son of John W. Russler, machinist in the local shop. Edward C. Russler was a graduate of the Martinsburg High School, much interested in athletics, and an active member of the lodge of Odd Fellows. He was an earnest and efficient employe, and was enjoying the promise of a bright and successful future. The funeral services were held in St. John's Lutheran Church, of which he was a member. The I. O. O. F. attended.

Mrs. Ella Virginia Russler, mother of machinist Raymond Russler, died at her home on Monday, March 27. She was sixty-two years old.

R. C. McGown, of Great Cacapon, W. Va., a Baltimore and Ohio track foreman and a member of the Martinsburg Association of Baltimore and Ohio Veterans, died at his home on March 24, after an illness of six months. Mr. McGown was nearly sixty-three years of age and had spent many years in the employ of the Company. His widow, one son and four daughters survive him.

John W. Barker and Andrew Criswell, of the local Veterans' Association, attended the funeral as a committee from the lodge.

Monongah Division

Correspondent, C. M. STUBBINS
Supervisor of Fuel

Divisional Safety Committee

J. M. SCOTT, Chairman, Superintendent, Grafton, W. Va.
E. D. GRIFFIN, Trainmaster, Grafton, W. Va.
T. F. PERKINSON, Master Mechanic, Grafton, W. Va.
T. K. FAHERTY, Road Foreman, Grafton, W. Va.
E. T. BROWN, Division Engineer, Grafton, W. Va.
W. O. BOLIN, General Car Foreman, Grafton, W. Va.
J. O. MARTIN, Division Claim Agent, Clarksburg, W. Va.
DR. C. A. SINSEL, Medical Examiner, Grafton, W. Va.
P. B. PHINNEY, Agent, Grafton, W. Va.
J. D. ANTHONY, Agent, Fairmont, W. Va.
S. H. WELLS, Agent, Clarksburg, W. Va.
G. H. TURNER, Agent, Weston, W. Va.
E. J. HOOVER, Agent, Buckhannon, W. Va.
W. C. BRANES, Secretary, Grafton, W. Va.

ROTATING MEMBERS

J. W. MCFARLAND, Machinist, Grafton, W. Va.
F. H. BRUMMAGE, Conductor, Fairmont, W. Va.
J. FREEMAN, Brakeman, Parkersburg, W. Va.
C. F. DOTSON, Engineer, Grafton, W. Va.
W. L. CRISS, Engineer, Weston, W. Va.
G. A. SPERLING, Work Checker, Fairmont, W. Va.

The Grafton bowling team still leads the Baltimore and Ohio Railroad Bowling League. The present standing of the teams follows:

	WON.	LOST.	PERCENT.
Grafton	21	14	.600
Brunswick	21	15	.583
Cumberland	17	17	.500
Baltimore	16	20	.444
Keyser	12	21	.364

Joe Moran, of the local team, holds high honors



INTERIOR OF KEYSER TICKET OFFICE—H. B. KNIGHT, DAY TICKET CLERK

"Here we deal out transportation and politeness. We find it a pleasure to answer questions, help our fellow men and work together in the interest of the Company. Our motto is 'Safety First and Courtesy'"



TWIN DAUGHTERS OF
SIGNAL SUPERVISOR W. H. WELCH

The accompanying photograph is of the twin daughters of signal supervisor W. H. Welch, Ruth and Evelyn, age six years. Mr. Welch's average for signal maintenance is rarely ever below the 100 per cent. mark. Before coming to us, Mr. Welch served as signal supervisor on the Philadelphia, Baltimore and Cumberland Divisions.

Wheeling Division

Correspondent, J. W. Villers

Divisional Safety Committee

J. W. Root.....Chairman, Superintendent
.....Division Engineer
J. Bleasdale.....Master Mechanic
W. F. Ross.....Road Foreman of Engines
F. R. Davis.....Terminal Trainmaster
C. M. Criswell.....Agent at Wheeling, W. Va.
Dr. J. E. Hurley.....Medical Examiner
M. C. Smith.....Claim Agent

Rotating Members.

J. W. Myers.....Engineer
G. L. Muldrew.....Fireman
A. H. Carroll.....Conductor
J. C. Smith.....Conductor
W. E. McCombs.....Painter
J. F. Whalen.....Machinist
C. Shatzer.....Lamp Trimmer
Ed. Eberle.....Pipe Fitter

We were indeed glad to have Dr. Parlett and Messrs. Stacy and Jenkins with us on Monday and Tuesday, March 13 and 14. At noon on Monday they conducted a "Noon-hour shop meeting" at Benwood Shop, and at night held a meeting in the McMechen School auditorium. On Tuesday night another meeting was held at Holloway, Ohio. All of these meetings were well attended by our people and the lectures by Dr. Parlett and Mr. Stacy and the very interesting talk by Mr. Jenkins were a real treat. These two nights were our regular "Employes Meeting" nights and we would like to have all employes who possibly can, attend these meetings. See bulletin board for the next meeting.

The accompanying picture shows the station force at New Martinsville, W. Va., the best little station on the Ohio River district. New Martinsville is the point where the Wheeling Division breaks off into the Ohio River Division and where the West Virginia Short Line starts its many twists and turns. Delayed cars are not known at New Martinsville and accidents are few; although they've tried to down it, there's sure no place like "U." A smile will always greet you, you never can feel blue, let's give three cheers for Campbell and for the boys at "U."



NEW MARTINSVILLE STATION FORCE

1—W. S. Campbell, Agent; 2—D. D. Neff, Trucker; 3—Theo. Wable, Cashier; 4—R. Whiteman, Baggageman; 5—W. C. Nesbitt, Ticket Agent; 6—F. M. Clegg, Yard Clerk; 7—W. O. Wable, Platform Foreman

Ohio River Division

Correspondent, H. C. Nesbitt

Divisional Safety Committee

Permanent Committee

F. G. Hoskins.....Chairman, Superintendent
C. E. Bryan.....Division Engineer
O. J. Kelly.....Master Mechanic
J. W. Bull.....Acting Trainmaster and Road Foreman of Engines
Dr. A. J. Bossyns.....Medical Examiner
W. E. Kennedy.....Division Claim Agent
E. Chapman.....Captain of Police
J. A. Fleming.....Agent, Parkersburg
R. E. Barnhart.....Agent-Yardmaster, Huntington

Rotating Members (to serve three months)

A. H. Wilson.....Engineer
M. J. Reed.....Fireman
C. R. Lang.....Conductor
C. B. Southworth.....Yard Conductor
J. F. Simmons.....Locomotive Department
H. G. Woodyard.....Car Department

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Talk to some of the older men on your division about the Hamilton Watch, and you will learn that Hamilton Accuracy and Hamilton Durability are safe investments for that money you intend to put into a new watch.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads, and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from $12.25 for movement alone (in Canada $13.00) up to the superb Hamilton masterpiece at $150.00 in 18k. heavy gold case. No extra charge for Safety Numerical Dial on new railroad watches.

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Engineer Jakey Brown, oldest engineer on the Denver and Rio Grande Railroad and a stanch booster for the Hamilton Watch.

The many friends of F. Fowler, formerly division freight agent, with headquarters at Parkersburg, regret his untimely death, which occurred at his home in Baltimore on March 11. Mr. Fowler was one of the best known railroad men in this section and was well liked by all who knew him. All of the Ohio River Division employes extend their deepest sympathy to the bereaved family. A beautiful floral offering was sent by employes of this division, showing the esteem in which Mr. Fowler was held.

The Ohio River Division employes welcome their new superintendent, F. G. Hoskins. Mr. Hoskins succeeds O. H. Hobbs, who has been promoted to a position on general manager Galloway's staff. During Mr. Hobbs's stay here he made many friends who regret his leaving and wish him success in his new field.

Mr. Hoskins comes to us from Baltimore and is a thorough railroad man. Although he has only been in this territory a short time he has made a host of friends, who will cooperate with him in making our division one of the leaders. Cooperation is his by-word.

M. Hamilton, traveling freight agent, attended the funeral of Mr. Fowler, which was held in Baltimore March 15.

H. D. Rollyson, stenographer to division engineer, has accepted a position with the N. & W. at Bluefield, W. Va. He is succeeded by W. D. Pahl, formerly stenographer to the agent at Parkersburg.

F. Hock, night ticket agent at the 6th Street station for several years, has resigned to accept a position with the Marietta Safe Cabinet Company of Marietta, Ohio. E. F. Kearns, night ticket agent at the Ohio River station, succeeds Mr. Hock, and J. C. McIntosh, of agent Fleming's force, Parkersburg, succeeds Mr. Kearns.

The many friends of general yardmaster Carpenter extend their deepest sympathy to him in the loss of his wife. Mrs. Carpenter, who died on February 16, was taken sick while en route to northern Ohio to attend the funeral of her grandmother. She was buried on February 19, at Litchfield, Ohio. Besides Mr. Carpenter she is survived by one son and two daughters, of Parkersburg. Mrs. Carpenter was an estimable Christian woman and her many friends share in the sorrow of her family.

C. F. Steinhoff has been appointed night yardmaster in the low yard, Parkersburg.

The new Parkersburg-Belpre bridge is nearing completion. This bridge parallels the Railroad Company bridge across the Ohio River and connects Parkersburg with Belpre, Ohio.

Our regular monthly Safety meeting was held on March 23 in superintendent Hoskins's office, Mr. Hoskins presiding. Many matters pertaining to Safety were brought up. C. W. Gorsuch, inspector on the General Safety Committee, was present and brought out several interesting points. He commended our good work and urged that it be continued. "Safety First" is a slogan "First, Last and Always" on the Ohio River Division.

Business with us is steadily increasing and from the present outlook we will enjoy a most prosperous season. The various dams which are under construction on the Ohio River Division contribute to the increased business at stations at which they are located. The car supply is getting better, and in general the situation looks good.

J. P. Jones, painter foreman, who has been off duty for several months because of illness, is steadily improving. We expect to see him back on the job soon.



TRESTLE 63, R. S. & G. BRANCH OF THE OHIO RIVER DIVISION

L. J. Kelly, extra gang foreman, has returned to duty after being off for a few days because of the illness and death of his sister.

E. J. Langhurst, road foreman of engines and trainmaster, continues to improve. We expect to see him in active service in the near future.

Cleveland Division

Correspondent, F. P. NEU

Divisional Safety Committee

PERMANENT COMMITTEE

H. B. GREEN	Chairman
F. P. NEU	Secretary
J. E. FAHY	Trainmaster
J. E. LLOYD	Division Engineer
J. A. ANDERSON	Master Mechanic
P. C. LOUX	Road Foreman of Engines
A. J. BELL	Terminal Agent, Cleveland, O.
R. D. SYKES	Medical Examiner
G. J. MAISCH	Claim Agent

ROTATING MEMBERS (to serve three months)

E. D. OTT	Agent, Massillon, O.
A. D. CAMPNELL	Agent, Peninsula, O.
W. MCVAN	Section Foreman, Akron, O.
A. R. SCHMOLL	Safety Appliance Inspector, Cleveland, O.
C. E. MANN	Conductor, Lorain, O
J. A. PAGE	Conductor, Dover, O
G. H. KAISER	Engineer, Lorain, O
H. V. MILLER	Engineer, Canton, O.
R. FITZGERALD	Engineer, Cleveland, O
E. JONES	Chief Car Inspector, Cleveland, O

The employes of this division recently presented to W. T. Lechlider, former superintendent of the division and now vice-president and general manager of the River Terminal Railway Company, a handsome leather davenport and a leather rocking chair, as a token of their appreciation of his services with the Baltimore and Ohio and his interest in them.

Mr. Lechlider has written the MAGAZINE and requested that in this place an expression of his sincere appreciation for this unusual kindness be given. It is needless to say that we are glad to do this, and also, in behalf of the employes of the division, to wish their former superintendent continued success in his work.

G. B. Gymer has been appointed assistant "CT" timekeeper.

W. Graham, former assistant timekeeper at shops, has taken up his duties as fuel clerk at passenger station.

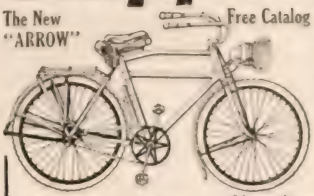
The next "Safety" meeting will be held at Akron on April 11 at 9.00 a. m. This meeting will be held in the medical examiner's office at Union depot, instead of at the Cleveland passenger station. There will also be meetings at the master mechanic's office, Lorain, on May 9, and at the Cleveland passenger station on June 6. This is to permit those employes who could not get to the Cleveland meetings an opportunity to attend.

E. W. Beatty has been transferred from Akron to the position of yardmaster at Canton, Ohio.

Effective April 1, J. C. Hahn is appointed terminal trainmaster at Lorain, Ohio, vice T. L. Terrant, promoted.

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Newark Division

Correspondent, T. J. DALY, *Chief Clerk*

Divisional Safety Committee

D. F. STEVENS.....Chairman, Superintendent, Newark, O.
C. H. TITUS.....Vice-Chairman, Trainmaster, Newark, O.
T. J. DALY.....Assistant Trainmaster, Newark, O.
J. TORDELLA.....Division Engineer, Newark, O.
WM. STRECK.....Road Foreman, Newark, O.
W. F. MORAN.....Master Mechanic, Newark, O.
A. R. CLAYTOR.....Division Claim Agent, Newark, O.
DR. A. A. CHURCH.....Medical Examiner, Newark, O.
D. L. HOST.....T. M. & C. T. D., Columbus, O.
C. G. MILLER.....Shopman, Newark, O.
F. A. STARR.....Gen. Foreman Reclamation Plant, Zanesville, O.
C. H. MORT.....Conductor, Newark, O.
F. M. KELLER.....Engineer, Newark, O.
E. A. TROBY.....Fireman, Newark, O.
WM. GARLAND.....Car Repairman, Newark, O.
WILLARD WRIGHT.....Shop Carpenter, Newark, O.
C. D. CALLENTINE.....Yard Brakeman, Newark, O.

Connellsville Division

Correspondents

P. A. JONES, *Office of Chief Clerk*, Connellsville
S. M. DEHUFF, *Manager of Telegraph Office* Connellsville
C. E. REYNOLDS, *Clerk to Ass't Sup't*, Somerset

Divisional Safety Committee

O. L. EATON.....Chairman, Superintendent
C. M. STONE.....Trainmaster
A. P. WILLIAMS.....Division Engineer
T. E. MILLER.....Master Mechanic
G. N. CAGE.....Road Foreman of Engines
DR. M. H. KOEHLER.....Medical Examiner
C. A. CESSNA.....Agent
E. F. SNYDER.....Agent
J. E. HANLEY.....Conductor
J. MCKITRICK.....Yard Brakeman
J. J. RILEY.....Yard Engineer
C. L. INKS.....Carpenter Foreman
W. SHEERING.....Fireman
J. L. SHAW.....Dope Reclaimer
E. B. SMALL.....Machinist

A very able employe was lost to the Connellsville Division by the death, on March 7, of Simon M. Tressler, track foreman at Meyersdale, Pa.

Mr. Tressler, at the age of nineteen, entered the service of the Company as a track laborer He served in this capacity for one year, when his faithful performance of duty and his capacity for bigger things won him a foremanship. This position he filled until October, 1915, when he was stricken by the disease which caused his death.

Simon, as he was familiarly known, was held in high esteem by his fellow employes and was one of the most respected citizens of the community in which he resided.

The sympathy of his many friends is extended to the grief stricken family in their hour of sorrow.

Merrell E. Oaks was born in Connellsville, Pa., on March 19, 1883, and resided there until his death, which occurred on March 2.



EMPLOYES OF STORES DEPARTMENT AT CONNELLSVILLE

(Picture taken in 1914 and force shown as of that date)

Sitting, left to right: H. E. COCHRAN, Stenographer; W. C. GUTHRIE, Clerk; R. W. MCCORMICK, Chief Clerk; C. G. SUTTON, Storekeeper; R. C. PAINE, Clerk.

Standing, left to right: C. OTTAVIANI, G. ZUPPI, F. MANCUSSI, D. GAVONNONE, G. R. SAYERS, A. IACOVELLO, Laborers; I. FRIEND, Material Distributer; G. O. SCHOONOVER, Clerk; H. M. BROWN, Yard Foreman; C. MCMANN, Chief Material Distributer; C. E. FRANKFORT, Oil Distributer; J. BROWN, S. R. Laborer.

Mr. Oaks was in the employ of the Baltimore and Ohio Railroad Company almost fifteen years, having entered the service as machinist helper under his father, Josiah Oaks, on May 30, 1901. This position he held for about four years, subsequently filling the positions of engine dispatcher, mechanical draftsman and several other positions in the mechanical department. In 1910, his health being undermined by close confinement, he was forced to seek outdoor work, and was transferred to train service, holding the position of flagman at the time of his death.

Mr. Oaks was of a pleasing disposition and had many friends in and around Connellsville. Although he had been in failing health for the last year his death was unexpected and came as a great shock to his family and friends. He is survived by his wife, one son, Merrell, Jr., his father and three sisters.



MERRELL E. OAKS

Pittsburgh Division

Correspondent, C. W. Blotzer, *Clerk, Car Accountant's Office*, Pittsburgh

Divisional Safety Committee

C. B. Gorsuch	Chairman, Superintendent
T. W. Barrett	Vice-Chairman, Trainmaster
E. V. Sill	Secretary
C. C. Cook	Division Engineer
M. C. Thompson	Road Foreman of Engines
C. W. C. Day	Division Operator
E. J. Brennan	Superintendent of Shops
A. E. McMillan	Master Mechanic
A. J. Weise	General Car Foreman
F. Bryne	Claim Agent
W. F. Deneke	Agent, Pittsburgh
Dr. J. P. Lawler	Medical Examiner
M. J. Cook	Brakeman
S. Marshall	Fireman
M. J. Ford	Conductor



"Pretty soft for him"

OF course, it's pretty soft for the man who has made good. But, if you look behind for the real cause of his success, you'll find that luck played ***no*** part whatever—TRAINING did it. Yes, TRAINING secured through spare-time study. TRAINING is the ***big*** difference between you and the man who holds down the sort of job you'd like to have. Don't worry because others get ahead. Train yourself with the help of the International Correspondence Schools for the job you have in mind and you can do as well or even better.

Tens of thousands of men, at one time no better off than you, ***now*** hold good jobs as the direct result of I. C. S. training. These men had the fighting spirit—they simply wouldn't stay down. Get that spirit yourself. You're a man capable of doing bigger things. Make up your mind to do them But get started. Every minute gained brings your success so much nearer. Mark and mail this coupon now.

I. C. S., Box 8479, Scranton, Pa.

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Box 8479, SCRANTON, PA.

Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

☐ Locomotive Engineer	☐ R. R. Agency Accounting
☐ Locomotive Fireman	☐ R. R. Genl. Office Acc'tng
☐ Traveling Engineer	☐ Bookkeeper
☐ Traveling Fireman	☐ Stenographer and Typist
☐ Air Brake Inspector	☐ Higher Accounting
☐ Air Brake Repairman	☐ Mathematics
☐ Round House Foreman	☐ Good English
☐ Trainmen and Carmen	☐ Salesmanship
☐ Railway Conductor	☐ Advertising Man
☐ Mechanical Engineer	☐ Civil Service
☐ Mechanical Draftsman	☐ Railway Mail Clerk
☐ Machine Shop Practice	☐ Electrical Engineer
☐ Boiler Maker or Designer	☐ Electrician
☐ Steam Engineer	☐ Electric Wiring
☐ Steam-Electric Engineer	☐ Electric Lighting
☐ Civil Engineer	☐ Telegraph Expert
☐ Surveying and Mapping	☐ Mine Foreman or Engineer
☐ R. R. Constructing	☐ Metallurgist or Prospector
☐ Bridge Engineer	☐ Chemical Engineer
☐ Architect	☐ Agriculture ☐ Spanish
☐ Architectural Draftsman	☐ Poultry Raising ☐ German
☐ Contractor and Builder	☐ Automobiles ☐ French
☐ Structural Engineer	☐ Auto Repairing ☐ Italian

Name_____

Occupation & Employer_____

Street and No._____

City_____ State_____



MR. AND MRS. FRANK RUSH

The picture above is of Frank Rush and his wife. Mr. Rush is secretary to the superintendent of shops at Glenwood, and is a live member of the correspondent's staff, never failing to submit items, and lots of them. He is also chairman of the Sub-Safety Committee of the Glenwood shops. Frank, as he is known to most of our employes, is one of the best liked men on the division. He is always willing to lend a helping hand at anything, and if it is in his power to grant a favor, he will do it promptly and graciously. Mr. Rush has been an employe of the Company for about ten years, starting as messenger in the telegraph office at Pittsburgh. He and Miss Bessie Roderick, of Smithfield, Pa., were married on October 3, 1911. Mr. Rush has three brothers working for the Baltimore and Ohio.

The accompanying picture is of Harry Schmidt, Jr., age twenty months, son of Harry Schmidt, timekeeper at Pittsburgh freight station, who is known from one end of the division to the other. Mr. Schmidt expects Harry Jr. to make his mark early. Judging by the healthy appearance of the boy, he should make his father hustle to hold the bag punching honors in this section.



HARRY SCHMIDT, JR.

T. E. Wible has been appointed general piece work inspector of the Glenwood shops. Mr. Wible entered the service of the Company on November 1, 1902, at Glenwood, and served his apprenticeship there. Everyone feels confident that he will be a success in his new position.

Timekeeper J. W. Mateer is among those on the sick list. We are all hoping for his complete and speedy recovery.

Among the recent arrivals are two bouncing baby boys born to Mr. and Mrs. Sam Groves of Butler, on March 9. Mr. Groves is employed as baggagemaster and, of course, we are counting on both boys becoming Baltimore and Ohio employes. Mother and babies are doing nicely.

The happy looking youngster in the accompanying picture is machinist R. E. Zeak's son. Mr. Zeak is employed in the shops at Glenwood and is a member of the local Safety Committee. Although he has been with the Company only a short time, he is taking a lively interest in the "Safety First" movement.



"BOBBY," SON OF R. E. ZEAK

We wish to express our sympathy to clerk W. J. Fox, who lost his mother recently.

Car distributer A. H. Gribbin and force have been returned to the office at Pittsburgh. They spent a little over a year at Glenwood, while the Pittsburgh depot was being remodeled.

John Howe has been appointed boilermaker foreman at Glenwood, vice E. J. Cooke, who has left the service.

L. E. Riffle has been transferred from Newark to Glenwood, as piece work inspector.

B. H. Rush has been appointed supervisor of shop schedule system at Glenwood. This is a position recently established, but, judging by past performances, we do not doubt that Ben will make good.

Most of the employes of the Pittsburgh Division are not aware of the recent marriage of two very popular and well known employes, Miss

Katherine Hughes, formerly one of our Pittsburgh Exchange operators, and Clyde Clay, chief yard clerk at Demmler. They are now housekeeping and looking forward to entertaining their friends along the division. To this end they have laid in large supplies of good things. Well, we are not saying much, but from all indications they will need them.

New Castle Division

Correspondent, F. E. GORBY, *Chief Clerk*
New Castle

Divisional Safety Committee

PERMANENT MEMBERS

T. E. JAMISON.....Chairman, Superintendent
C. P. ANGELL.....Trainmaster
H. A. CASSIL.....Division Engineer
J. J. MCGUIRE.....Master Carpenter
J. B. DAUGHERTY.....Road Foreman of Engines
JAMES AIKEN.....Agent, Youngstown, O.
DR. E. M. PARLETT.....Medical Examiner
C. G. OSBORNE.....Division Claim Agent
F. H. KNOX.....Agent, New Castle, Pa.
J. O. HUSTON.....Division Operator
C. H. WALDRON...General Yardmaster, New Castle Jct., Pa.
A. T. HUMBERT.....Master Carpenter

ROTATING MEMBERS (to serve three months)

J. B. BUTTS.....Road Engineer
A. B. COULTER.....Road Fireman
C. D. GRANGER.....Road Brakeman
J. C. MCGOWAN.....Yard Engineer, Haselton, Pa.
A. G. BATES.....Yard Conductor
J. L. WARNOCK.....Pipe Fitter, New Castle Jct., Pa.
JOHN T. LYNCH.....Tinner, Painesville, O.
J. I. MALONE.....Track Supervisor

Dr. E. M. Parlett, T. E. Stacy, secretary of the Riverside Y. M. C. A., and R. R. Jenkins, secretary of the Chicago Junction Y. M. C. A., gave their illustrated lecture on "The Evils of Alcohol" before over one hundred employes at Foxburg on the evening of March 16. Mr. Charles M. Hart, a prominent and public-spirited citizen of Foxburg, allowed them to use his moving picture theatre without charge, furnished an orchestra and also five reels of motion pictures and had a lunch ready for the lecturers after their work was finished. Then, remarking that he was "always willing to help a good thing along," he handed Mr. Stacy a check for $25.00 to help pay for a moving picture machine for the Riverside Y. M. C. A.

William D. Reed, yardmaster at De Forest Junction, is back on the job after a two months' illness.

William Westlake, yard conductor at De-Forest Junction, has returned to duty after a trip to Georgia and Florida.

Engineer J. S. Austin, better known as "Judd," is an enthusiastic angler. In the accompanying picture he is shown with a black bass, weighing over five pounds, that he caught in the Nova Reservoir last October.



$2.50 A MONTH BUYS A VISIBLE WRITING
L. C. SMITH

Perfect machines only of standard size with keyboard of standard universal arrangement — has Back spacer — Tabulator — two color ribbon — Ball Bearing construction, every operating convenience. Five days' free trial. Fully guaranteed. Catalog and special price free.

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For Roofing, Waterproofing, Paving, Saturating, Insulating, Mastic, and for all other purposes

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HOTEL RITTENHOUSE
Chestnut, between 21st and 22nd Streets
PHILADELPHIA

¶ Two minutes walk from the Baltimore and Ohio Station, five minutes from Broad Street, City Hall and the theatres by direct and comfortable trolley route.

¶ A quiet, cozy hotel where every patron is a guest in fact as well as in name.

¶ The Rittenhouse Cafe is noted for its unsurpassed cuisine and service, being supplied daily with fresh products—poultry, eggs and milk—from its own farms in Chester County.

¶ The Grill and Cafe make a special feature of "Club breakfasts," "Club lunches" and table d'hote dinners at reasonable prices. The Rittenhouse Orchestra furnishes delightful music during luncheon and in the evenings.

¶ One of the Baltimore and Ohio officials, who has stopped at practically every prominent hotel in this country and Europe, recently told us that he never enjoyed his hotel visits quite so much as here.

Rooms $1.50 up — With bath $2.00 up

The Rittenhouse in Philadelphia
On the Edge of Everywhere

CHARLES DUFFY, Manager

Please mention our magazine when writing advertisers



J. S. AUSTIN

This reservoir is in the northern part of Ashland County and is the property of our Company. About eight years ago the State Fish Commission had a car of black bass and silver cat fish go astray, and, to save the fish, had them dumped into the reservoir. This unintentional stocking is greatly appreciated by the fishermen among our employes. These fellows have heard the call of Spring and spend all their spare time in fixing up their rods, lines and reels and in telling about "the big fellow who got away." Good luck, boys!

The accompanying picture is a fair likeness of John R. Kane, general foreman, New Castle Junction shops. John is here exhibited in a rather pugnacious pose, clad in a new suit and with the "Orders of the Day" protruding from his breast pocket. He is not what one would call "oversized" vertically, although he is by no means "undersized" horizontally.

Mr. Kane entered our service as a machinist. He was later promoted to assistant enginehouse foreman, enginehouse foreman, and has been general foreman for the last three years. He is always a very busy man.



J. R. KANE

Chicago Division

Correspondent, S. V. McKennan, *Assistant Chief Clerk to Superintendent*

Divisional Safety Committee

J. H. Jackson.....Chairman, Superintendent, Garrett, Ind.
T. B. Burgess...Vice-Chairman, Trainmaster, Garrett, Ind.
G. P. Palmer.....Division Engineer, Chicago, Ill.
H. H. Harsh.....Division Engineer, Garrett, Ind.
D. B. Taylor.....Master Carpenter, Garrett, Ind.
F. W. Rhuark.....Master Mechanic, Garrett, Ind.
D. Hartle.....Road Foreman of Engines, Garrett, Ind.
F. N. Shultz.....Division Operator, Garrett, Ind.
R. R. Jenkins.....Secretary Y. M. C. A., Chicago Jct., O.
Dr. F. Dorsey.....Medical Examiner, Garrett, Ind.
Dr. C. W. Hedrick.....Medical Examiner, Chicago Jct., O.
J. D. Jack.....Claim Agent, Garrett, Ind.
John Draper.....Agent, Chicago, Ill.
A. D. Winner.....Agent, Walkerton, Ind.
Herbert Shaffer.....Engineer, Garrett, Ind.
A. W. Bauer.....Fireman, Garrett, Ind.
C. W. Vananda.....Conductor, Garrett, Ind.
C. D. Jacobs.....Engineer in Charge, Chicago Jct., O.
W. V. Shannon.....Machinist, South Chicago, Ill.
W. L. Clark.....Boilermaker, Garrett, Ind.
C. H. Nixon.....Yard Brakeman, Chicago Jct., O.
J. S. Veazey.....Gang Foreman, Car Dept., Garrett, Ind.

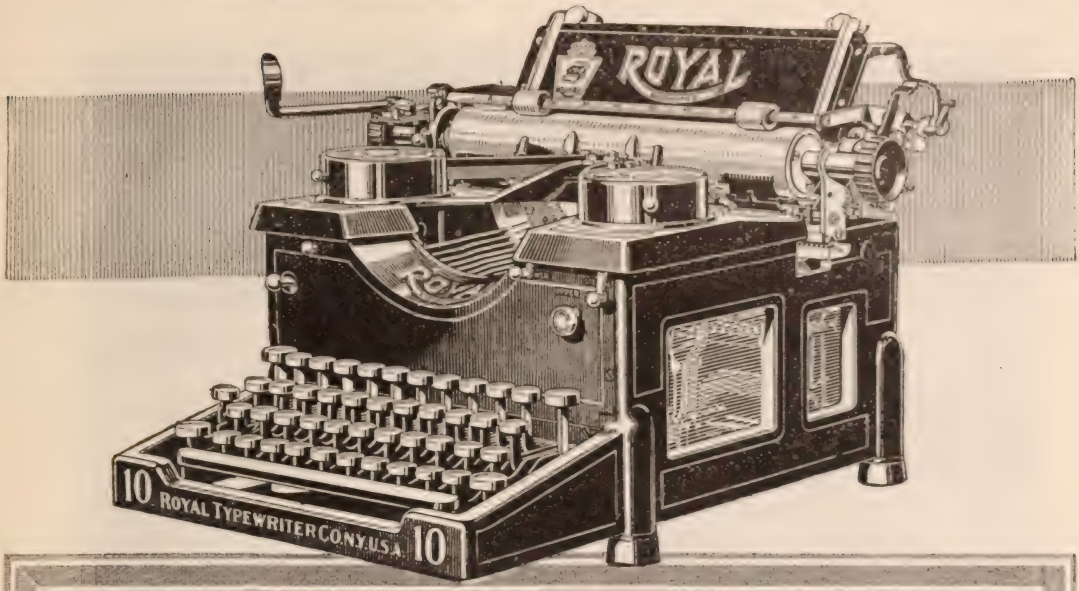
Claude Burdge, for the last seven years roundhouse foreman at Chicago Junction, Ohio, has been promoted to general foreman at Cleveland night roundhouse. K. E. Floeter has been promoted to day foreman and Joe Gordon, assistant roundhouse foreman at Garrett, to night roundhouse foreman at Chicago Junction. Mr. Gordon has been succeeded at Garrett by William Tarney.

Superintendent Jackson was surprised to receive the following unsigned letter from Hicksville, Ohio, a short time ago:

> "Am sending you $3.00, to pay for several rides I took on Baltimore and Ohio freight trains several years ago. Hoping this will make matters right, I am, yours respectfully."

The $3.00 was forwarded to Baltimore to be applied to the proper account. It proves that there are a few honest men in the world after all, and that one man more has found that honesty is the best policy. We thank the gentleman.

The picture at the top of page 102 is of the division master mechanic's office force at Garrett, Ind. In the bottom row, left to right, are J. H. Lantz, H. L. Cordrey, shop clerk, J. J. Kennedy and Bruce Johnson; top row, A. K. Hickman, Joe Skilling, Miss Gertrude Crowe, E. S. Rupp, Homer Johnston and Miron Whitaker.



Why the Royal?

IT ENDS the two evils of the typewriter business—excessive repairs and "trading-out."

It was invented and is built by men who held firmly to one purpose—to create a typewriter which will do more work and better work in less time and with less effort.

Why the big business buyer chooses the Royal Big business buys *results*. Big business considers a purchase of Royals an *investment*, not an *expense*. Big business demands a typewriter which will do the *finest* work in the *quickest* way, which will do *more* of the work and *keep on* doing it. Big business chooses the Royal—and anything which will win in the *purchasing test of big business* is 100% right.

Why stenographers prefer the Royal The Royal is instantly adjusted to the *individual touch* of the operator—taking the grind out of typewriting. Every shift, change or adjustment is made without rising from the chair. The Royal takes a wider sheet of paper when required. The Royal bills and charges and writes cards for index or filing systems without an extra attachment. The Royal turns out beautiful work—and more of it with less effort.

Why employers like the Royal Letters written on the Royal breathe distinction—clean, clear-cut perfect work which carries a good impression. The Royal is not "out of commission" for excessive repairs. More work is done in less time. It means easier work for the stenographer and improves the service of the office. It is a *money-and-time-saver* from the day it is installed.

Get the facts. Know the Royal. Telephone or write any of our agents or branches for a demonstration. Write today for these free booklets, "Better Service," and "One Problem Solved." Tell how to cut the cost of typewritten letters—save operators' time—give your correspondence "class." A postal brings them now.

ROYAL TYPEWRITER COMPANY INC.

15 Royal Typewriter Bldg., 364 Broadway, N.Y. ***Branches and Agencies the World Over***



OFFICE FORCE OF DIVISION MASTER MECHANIC AT GARRETT, ILL.

Chicago Terminal

Correspondent, R. G. Clark, *Distribution Clerk*, District Engineer's Office, Chicago

Divisional Safety Committee

Permanent Committee.

J. L. Nichols.....Chairman
J. W. Dacy.....Trainmaster
C. P. Palmer.....Division Engineer
F. E. Lamphere.....Assistant Engineer
Alex Craw.....Division Claim Agent
F. J. Young.....Captain of Police
C. L. Hegley.....Examiner and Recorder
H. McDonald.....Superintendent, Chicago Division
Wm. Hogan.....Superintendent, Calumet Division
F. K. Moses.....Master Mechanic
F. S. DeVeny.....Road Foreman of Engines
Chas. Esping.....Master Carpenter
Dr. E. J. Hughes.....Medical Examiner
C. O. Seifert.....Signal Supervisor
Morris Altherr.....Assistant Agent, Forest Hill

Rotating Members (to serve three months)

W. M. Hudson.....Engine Foreman, East Chicago, Ind.
Harry Neff.....Engine Foreman, Blue Island, Ill.
H. Schlee.....Engine Foreman, Robey Street
Chas. Sutherland.....Engineer, Robey Street
John Lannon.....Engineer, East Chicago, Ind.
Max Adams.....Fireman, Robey Street
L. Scott.....Fireman, East Chicago, Ind.
O. B. Shaner.....Terminal Engineer, Lincoln St. Terminal
J. O. Callahan.....General Car Foreman, East Chicago, Ind.
David Reid.....Machinist, East Chicago, Ind.
Chas. Pouch.....Machinist, Robey Street

Because of the exacting nature of his other duties, G. W. Hesslau has been obliged to give up his work as correspondent for the Chicago Terminal Division. He is succeeded by R. G. Clark, of the district engineer's office.

We know that every official and employe of the Terminal is sorry to see Mr. Hesslau give up this work, for he has done much to make the Employes Magazine of great help and interest to us. He has given freely of his time and energy, with the result that the Chicago Terminal locals have been equalled by few of the other divisions, and excelled by none. True, he has delved into deep, dark secrets of many of us, and exposed them to the pitiless light of publicity, but it has always been in the spirit of harmless fun, and has been taken as such by everyone. His activities have not been confined solely to the lighter side, however; he has written some interesting histories of Terminal men that have made us younger fellows begin to realize what it means to be a "real railroad man." And through it all he has preached loyalty to Baltimore and Ohio ideals. This will bear fruit for a long time.

The entire division wants George, as we all know him, to feel that they are happier and wiser and better Baltimore and Ohio men for having read his items and articles each month.

The Passenger Department advertisements appearing in the Chicago papers are attracting considerable attention among newspaper readers here. They are easily the most novel and attractive railroad notices that have appeared for a long time, and they are doing a good deal to acquaint the travelling public with the "New and Better Baltimore and Ohio." Let

us all remember that we can add to the efficiency of these notices by calling them to the attention of our friends, and by boosting our trains. In the "Inter-State Special" and the "New York Limited" we have two trains that we can confidently recommend to the most critical traveller.

E. J. Palm, the "chauffeur" on the electric baggage truck in the Grand Central station, had a rather unique experience the other day. He was speeding along the trainshed platform at a good clip, when he was hailed by a farmer who had just alighted from an incoming train. Being of an accommodating disposition, Mr. Palm stopped his truck, whereat the farmer placed his valise upon it and proceeded to climb aboard himself. "E. J." wondered what the idea was, but concluded to give the old gentleman a little ride, so started down the platform. When they were on their way again, the farmer leaned ahead and said:

"Take me to the Northwestern passenger station."

"This is just a station baggage truck," replied Palm. "I don't go out of the trainshed."

"Well, I'll be durned," said the old gentleman. "I thought you were one of them pesky Ford taxis I've heard about."

"Hy" Lynch asks us not to say anything about any of his girls, so we won't.

The accompanying photograph is of Henry Lumpp, late car inspector at Robey Street, whose death on September 6, 1915, was the result of a complication of diseases. Mr. Lumpp entered the service of the Baltimore and Ohio Chicago Terminal in 1890, and was employed as a



HENRY LUMPP



locomotive fireman. He resigned a few years later to take up a position elsewhere, but returned to the Terminal on April 8, 1897, as car inspector at Robey Street, which position he held up to the time of his death. Mr. Lumpp was a man of kindly and generous disposition, and he won the sincere friendship of every Terminal employe who knew him. In his death the railroad loses a faithful and efficient employe and a sincere Christian gentleman. The entire road wishes to extend their deep sympathy to his sorrowing widow and daughter in their bereavement.

Baltimore and Ohio Chicago Terminal Athletic Association

The Baltimore and Ohio Chicago Terminal Athletic Association is now a reality.

A meeting of those interested was held Saturday, March 18, at the Grand Central station. Much enthusiasm was displayed, and after effecting a temporary organization, an election was held with the following results: President, H. O. Wertenberg; vice-president, H. H. Seim; secretary-treasurer, J. J. Madigan; recording secretary, G. W. Hesslau; scribe, R. G. Clark.

It was also decided that a baseball club be organized this spring under the auspices of the association. Notices announcing this decision were sent to all points on the Terminal.

At the second meeting on Thursday, March 23, the attendance was double that of the initial meeting, nearly seventy officials and employes being present. Various details were discussed and it was decided that a try-out call for baseball candidates be issued on the first available date the weather would permit. It was also decided that the activities of the association would not be confined to baseball, but that various other sports would be taken up, should interest in them warrant it. It was also suggested that social sessions be held, at which

good music, speaking and other entertainment would be featured. A committee was appointed to look into this feature and report at the next meeting. It was moved and carried that regular monthly meetings be held on the second Thursday of each month in the Grand Central Station, at eight o'clock p. m.

Let us all pull together to máke this undertaking a complete success. We have the hearty support of the management and we intend to do all possible to merit their support. We have in the association membership, excellent material for a crackerjack baseball club, as well as many other activities. If you know a good ballplayer, tennis player, bowler, or just a good fellow in any department, go get him. Don't let a single employe stay on the outside without having made at least one attempt to get him into the association. We want everyone on this division to become a member. We have some mighty good singers down at Robey Street; we want them to come to the meetings and do some harmonizing. In other words, we want an organization that will cover not only athletics, but one that will also create and maintain a spirit of "good fellowship" among all employes of the Terminal.

There will be no red tape—simply fill out the application that will be sent to every office and return to G. W. Hesslau, recording secretary, Grand Central Station, Chicago. Mr. Hesslau will do the rest.

Boost the Baltimore and Ohio Chicago Terminal Athletic Association.

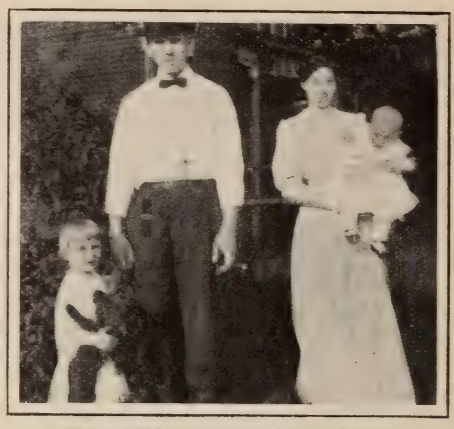
R. M. Irish, chief clerk to the district engineer, is receiving the congratulations of his many friends upon the arrival of a fine eight pound boy at his home.

F. S. DeVeney, assistant road foreman of engines, was elected vice-president of the Railroad Smoke Inspectors' Association of Chicago at their annual election on January 6. Mr. DeVeney is an authority on smoke suppression and fuel matters and contributed an interesting article to the EMPLOYES MAGAZINE a few months ago.

South Chicago

Correspondent, OSCAR WACKER, *Car Distributer*

The accompanying picture is of our genial westbound clerk, Max Lewandowski, 90th Street Freight Station, South Chicago, taken last July while spending his vacation at his beautiful home in West Pullman. It shows his wife and two children, of whom he is very fond. He dislikes to work overtime because he loves to be at home with the babies. By the way, we all just had a good smoke on the event of the arrival of another son to Mr. and Mrs. Lewandowski.

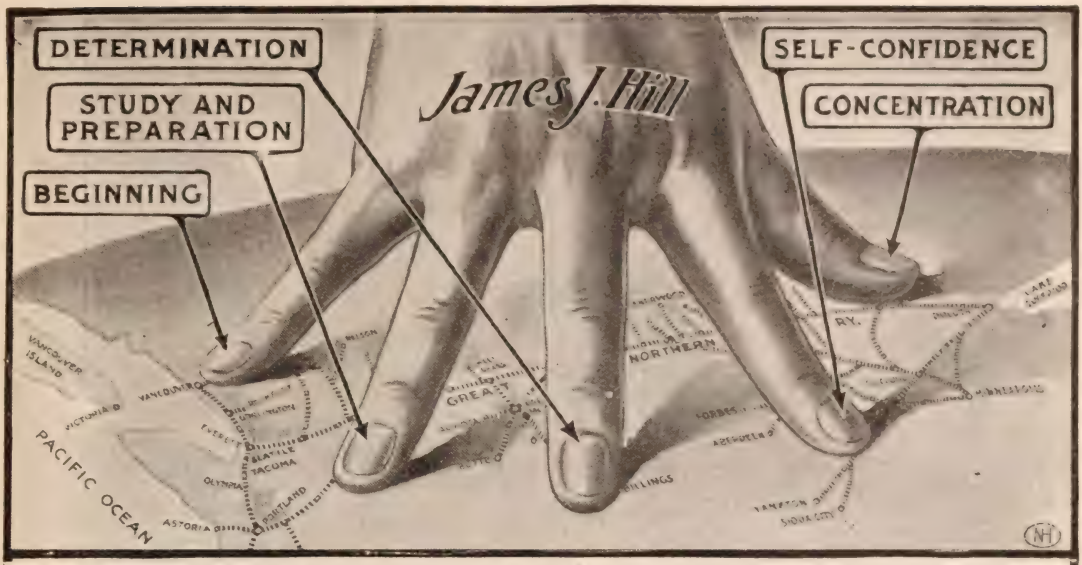


MAX LEWANDOWSKI AND FAMILY

The accompanying cartoon, by H. F. Broker, is of our silent general yardmaster, William T. Wilhelm, better known as "Little Bill."

Mr. Wilhelm, who is one of the best liked men at South Chicago, has been in the service for twenty-six years and has never missed an opportunity of advancing the Company's interests. He hasn't very much to say for himself—but actions speak louder than words.





MEN WANTED

For Good-Paying Traffic Positions

$35 to $100 a Week

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at $60 to $85 a month?

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

Free Book Coupon Send postal or the coupon right now and get our big book of facts telling all about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C-438 **Chicago, Ill.**

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-438 **Chicago, Ill.**

Please send "Ten Years' Promotion In One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....

Please mention our magazine when writing advertisers



WHO IS FLUSH?

Left to right: C. R. Duncan, Chief Clerk to Superintendent, Chillicothe: G. S. Cameron, Assistant Superintendent; T. E. Banks, Trainmaster; C. E. Perriet, Chief Clerk to General Superintendent, Ohio River Division

Ohio Division

Correspondent, C. N. Beyerley
Chillicothe, Ohio

Divisional Safety Committee

G. D. Brooke.....Chairman, Superintendent
P. H. Reeves.....Master Mechanic
E. J. Correll.....Division Engineer
T. E. Banks.....Trainmaster
R. Mallen.....Road Foreman of Engines
Dr. F. H. Weidemann.....Medical Examiner
M. D. Carothers.....Supervisor
L. H. Simonds.....Claim Agent
L. Wallace.....Agent, Midland City, O.
F. M. Minch.....Machinist
B. W. Sands.....Road Conductor
E. W. Hughes.....Road Brakeman
Fred. Templin.....Switchman
Joseph Langley.....Car Builder
H. L. Blackburn.....Road Engineer
E. G. Brandenburg.....Road Fireman

Brakeman Charles E. Hildebrand believes in the theory that every employe should be a salesman—and acts upon it. The following letter was received by him from a large furniture house in Cincinnati, from whom he had solicited business:

Mr. Charles E. Hildebrand,
Chillicothe, Ohio.

Dear Sir:

In reply to your letter of the 11th inst. concerning business to be sent over the Baltimore and Ohio Railroad, we wish to state that we will very gladly give them whatever business we can. At the present time we are having many goods shipped over this road. In most cases, however, the shipments are made at the will of the factories which send the goods to us, and we have to let shipments of this kind come according to their instructions. We do this in a spirit of entire impartiality, as we have among our patrons employes of almost every railroad company that comes into Cincinnati.

On out of town shipments we will remember the Baltimore and Ohio whenever we can.

Assuring you that we feel more than ordinarily favorable to your road, we are,

Yours very truly,

Spear & Company.

Safety First

I thought that I would shave myself, and save a little dough,
So I bought a SAFETY razor, the very best I know,
I lost a button in the car that I was riding in,
As I had no other with me, I used a SAFETY pin.
I would rather smoke a good cigar than take a good old snooze,
So I bought some SAFETY matches, they are the best to use.

You see I am a SAFETY kid, from morning until night,
And so by using "SAFETY FIRST" I just come out all right.
—J. A. Bedinghaus, *Operator*, Farmers, Ohio.

Indiana Division

Correspondent, O. E. Henderson, *Conductor* Seymour, Ind.

Divisional Safety Committee

Permanent Committee

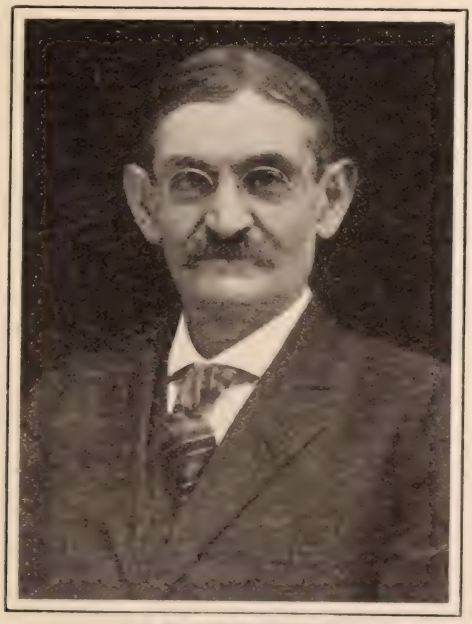
E. W. Scheer ..... Chairman, Seymour, Ind.
S. U. Hooper ..... Trainmaster, Seymour, Ind.
J. B. Purkhiser ..... Trainmaster, Seymour, Ind.
E. J. Lampert ..... Trainmaster, Cincinnati, O.
H. R. Gibson ..... Division Engineer, Seymour, Ind.
P. T. Horan ..... R. H. Foreman, Seymour, Ind.
H. E. Greenwood ..... Master Mechanic, Seymour, Ind.
S. A. Rogers ..... Road Foreman of Engines, Seymour, Ind.
M. A. McCarthy ..... Division Operator, Seymour, Ind.
Dr. G. R. Gaver ..... Medical Examiner, Seymour, Ind.
L. A. Cordie ..... Assistant Agent, Cincinnati, O.
J. E. Sands ..... Agent, Louisville, Ky.
E. Massman ..... Agent, Seymour, Ind.
J. E. O'Dom ..... Special Claim Agent, Cincinnati, O.

Rotating Members (to serve three months)

J. Hedges ..... Engineer, Seymour, Ind.
A. M. Ross ..... Conductor, Seymour, Ind.
Earl Fleetwood ..... Fireman, Seymour, Ind.
A. Harrison ..... Yard Brakeman, Cincinnati, O.
D. Cassin ..... Track Supervisor, North Vernon, Ind.
M. Gallagher ..... Section Foreman, Holton, Ind.

J. V. Huffington was born near Bedford, Ind., on May 23, 1859. On March 16, 1881, he entered the service of the Ohio and Mississippi Railroad, as operator at Washington, Ind.

He worked as extra operator at different offices on the road for about a year and was placed in charge of the night office at Milan on July 4, 1882. After he had worked there for less than a month he was sent to Dillsboro to work for a few days as agent. Instead of the expected few days, he remained there as agent and operator for over twenty years.



J. V. HUFFINGTON

From Dillsboro he was transferred to Mitchell, but on account of ill health had to leave the service after serving there for nine months. He rested for six months, and then reentered service at Riverdale. From there he was transferred to Lawrenceburg as ticket agent, and, after a short stay, was transferred to the Illinois Division. In October, 1903, he was made operator and agent at Holton, Ind., the position that he now fills.

Mr. Huffington believes in giving a patron the "best of it" in almost any controversy, so long as the Company's interests do not suffer. He has a son who is working as operator at North Vernon.

Cincinnati Terminal

Correspondents: P. F. Landy, Joseph Beel

Divisional Safety Committee

L. A. Cordie ..... Chairman, Assistant Terminal Agent
Geo. Schlenker ..... Chief Rate Clerk
Robt. H. Searls ..... Chief Claim Agent
J. M. White ..... General Foreman
Frank Goehle ..... Interchange Clerk, Eighth St.
L. G. Wilson ..... Chief Delivery Clerk
Phillip Weber ..... Receiving Clerk
Henry Hagensicker ..... Stevedore
Phillip Koth ..... Tallyman

Effective February 22, E. J. Lampert, terminal trainmaster, resigned to accept a position as agent with the Texas Pacific Railroad, with headquarters at New Orleans. Mr. Lampert made many friends while terminal trainmaster at Cincinnati, and takes with him the best wishes of all the terminal employes.

Effective February 25, J. H. Meyers was appointed terminal trainmaster, vice E. J. Lampert.

Mr. Meyers secured his public and high school education at Loveland, Ohio, where he resides. Although his parents were wealthy, he, at the age of sixteen, decided to make his own way in the world. In 1902 he entered our service and became one of the most expert operators on the Southwestern. He was later promoted to the position of chief clerk to the superintendent of terminals, then to yardmaster, general yardmaster and trainmaster. Look out for Jack, he's on his way; if size has anything to do with it, there will be no stopping him until he lands a big official position.

On February 25, the stork presented conductor and Mrs. William J. Robinson with two baby girls. One of the babies died shortly after birth. Mrs. Robinson and the other youngster are doing nicely.

On February 27, the stork arrived at the home of Mr. and Mrs. D. Dewar, and presented them with a ten-pound baby girl. Both mother and daughter are getting along nicely. "Dave" is file clerk in the office of the superintendent of terminals.



CONDUCTOR
G. D. THORNBURG
And youngest daughter

The accompanying picture is of conductor G. D. ("Boots") Thornburg and his youngest daughter. Conductor Thornburg recently received a personal letter of commendation from assistant superintendent Broughton, thanking him for the interest in the welfare of the Baltimore and Ohio that he displayed on March 6, when he discovered a loose guard rail near Bridge east of RH tower, and promptly reported the matter. Favorable notation was placed on conductor Thornburg's record. (This item should have been placed under "Special Merit" heading.)

On March 10 a surprise test was made by general foreman G. A. Bowers, Stock Yards roundhouse, to test the efficiency of the roundhouse employes in fire drill. At 10.40 a. m. the whistle gave the fire alarm signal. Forty-five seconds later all hose attachments had been made, and thirty seconds after that three streams of water were playing—one at the front, one on the roof and one inside the roundhouse. General foreman Bowers and the roundhouse employes are always on the alert, and are capable fire-fighters.

The accompanying picture is of C. H. Wiehe, who, on February 25, was appointed general yardmaster, Cincinnati Terminals, vice J. H. Meyers, promoted. Mr. Wiehe has been in our service since 1898, when he took employment as yard clerk. Gradually advancing by efficient service to the position of yardmaster at Storr's yard in 1906, he reached his latest promotion after eighteen years of continuous service. Mr. Wiehe is well liked by the men in the train service and no doubt will get good results from them. Effective the same date, F. W. Carner was appointed yardmaster at Storr's (day), vice Mr. Wiehe.



C. H. WIEHE

General manager Davis recently suggested to the editor that more space be allotted to the Terminal notes, because of the great interest displayed in them by our employes. We are, therefore, publishing for this part of the System as many items as we can and will continue to do so. Local employes should not forget, however, that interesting as is the divisional chat, the information of greatest importance and help to *all* employes appears in the first half of the MAGAZINE.



STATION AND OFFICES AT FLORA, ILLS., ON A WINTER DAY

Illinois Division

Correspondent, C. F. WHITE, *Dispatcher*
Flora, Ill.

Divisional Safety Committee

C. G. STEVENS	Trainmaster
C. W. POTTER	Trainmaster
C. H. R. HOWE	Division Engineer
J. E. QUIGLEY	Master Mechanic
J. F. HODAPP	Road Foreman of Engines
H. E. ORR	Master Carpenter
C. S. WHITMORE	Signal Supervisor
F. WYATT	Supervisor
HUGH CLARK	Track Foreman, Flora
G. H. SINGER	Agent, East St. Louis
C. S. MITCHELL	Agent, Flora
IRA LEFFLER	Engineer, Shops
A. C. GILL	Engineer, Flora
J. L. TIBBS	Conductor, Flora
FLOYD HOSKINS	Foreman, Flora
HUGH KANE	Machinist, Shops
J. QUALE	Machinist, Cone
J. J. MCNAMARA	Paint Shop Foreman, Shops

We understand that C. F. W., the efficient and likable correspondent of this division, has been so busy writing poetry for the Illinois dailies and weeklies, that his notes about the railroaders have been delayed.

Spring cuts up funny capers with most of us and there's no more reason why a fellow shouldn't take out that "stretchy," and at the same time revivified feeling, in amorous verse to his lady love, than in casting for the elusive trout or in some other seasonable fancy.

Don't worry, he'll recover by the time May roll's around! And he *is* taking some pictures.

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Where safety is measured by seconds, ACCURACY is the first consideration. South Bend Railroad Watches are *guaranteed* to fully meet the most exacting time requirements of either your present road or any other you may go to within five years.

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A band of Purple Ribbon enables you to quickly identify each South Bend Watch at jewelers and inspectors'. Look for them. Interesting, illustrated book sent on request.



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The South Bend
STUDEBAKER
Railroad Watch

MOVEMENTS ONLY
16 Size—17 J—5 pos. $28.00
" 21 " 30.00
" 21 " [illegible]
18 Size—17 " [illegible]
" 21 " 28.00
Fitted to your own case if desired



Toledo Division

Correspondent, H. W. Brant, *Division Operator*, Dayton, Ohio

Divisional Safety Committee

F. B. Mitchell	Chairman, Superintendent, Dayton, O.
R. B. Mann	Assistant Superintendent, Cincinnati, O.
E. W. Hoffman	Assistant Superintendent, Toledo, O.
M. S. Kopp	Trainmaster, Dayton, O.
C. W. Havens	Trainmaster, Lima, O.
R. B. Fitzpatrick	Trainmaster, Cincinnati, O.
F. J. Parrish	Division Engineer, Dayton, O.
M. P. Hoban	Road Foreman of Engines, Dayton, O.
O. Stevens	Road Foreman of Engines, Lima, O.
H. W. Brant	Division Operator, Dayton, O.
W. D. Johnson	Master Mechanic, Ivorydale, O.
C. M. Hitch	General Car Inspector, Cincinnati, O.
John Sullivan	Supervisor M. of W., Hamilton, O.
E. Ledger	Supervisor M. of W., Dayton, O.
W. O'Brien	Supervisor M. of W., Rossford, O.
G. W. Thomas	Master Carpenter, Dayton, O.
G. W. Kydd	Supervisor Signals, Dayton, O.
Dr. F. S. Thompson	Medical Examiner, Dayton, O.
E. C. Skinner	Agent, Cincinnati, O.
J. F. Fisher	Agent, Toledo, O.
L. F. Hockett	Agent, Dayton, O.
J. C. Stipp	Agent, Lima, O.
E. F. Maley	Agent, Piqua, O.
S. O. Mygatt	Depot Master, Cincinnati, O.
W. A. Ireland	Depot Master, Dayton, O.
M. J. Barrar	Secretary to Supt., Secretary, Dayton, O.

Rotating Members to serve for three months

R. E. McKenna	Yard Conductor, Cincinnati, O.
R. G. Coates	Road Conductor, Lima, O.
M. Carr	Machinist, Ivorydale, O.

Toledo is a favorite harbor for laying up freighters during the winter. The accompanying picture shows some of the vessels that are there now. When the ice breaks up these boats will be ready to take on a cargo of coal and proceed to ports at the head of the lakes, where they will load return cargoes of ore or grain.



LAKE BOATS LAID UP FOR THE WINTER IN TOLEDO HARBOR

From all indications the 1916 navigation season will see the greatest tonnage of ore and coal ever moved between upper and lower lake ports. The iron ore rate from Escanaba to

Lake Erie ports has been established at thirty-five cents a ton. The demand for vessels is so great that some contracts have been made at a rate as high as sixty cents. The iron ore companies are bidding high on charters, in order to get boats that might otherwise be contracted for to handle grain.

Reservations to accommodate nearly 200,000 tons of ore have already been made for space on the Toledo ore dock. Such a demand is without precedent, and indicates the favorable position of the Cincinnati, Hamilton & Dayton in the traffic in ore.

The supply of coal on the docks in the northwest is smaller this year than last. Lake coal will begin to move earlier this season than ever before, and the tonnage to be handled will far exceed that of former years. It is expected that more than 3,500,000 tons of coal will be floated from the Cincinnati, Hamilton & Dayton R'y dock at Toledo. This is about one-eighth of the total tonnage forwarded from Lake Erie ports.

The sympathy of our employes is extended to the family of switchman W. C. Tuck, who died on February 19, after a lingering illness. Mr. Tuck entered the service of the Cincinnati, Hamilton & Dayton Railway nineteen years ago. He leaves a wife and two sons.

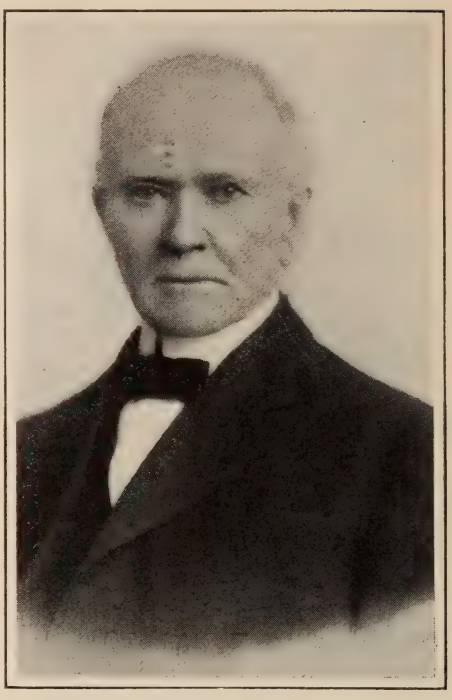
Wade Finley, roundhouse clerk at Rossford, who has been confined to his home, seriously ill, for several months, is now reported to be out of danger.

James Bemish, machinist, has resigned to accept a position in Buffalo, N. Y. His many friends regret his leaving, but wish him success.

W. G. Farling, general yardmaster at Toledo, was recently invited to dine with a freight crew in a caboose. Owing to a little rough handling, most of the supper was suddenly transferred to his lap, soiling his immaculate clothes. "Shorty" had to stay in bed two days, waiting for his suit to come back from the cleaner's.



CONDUCTOR H. B. RIKE AND CREW
Cincinnati, Hamilton & Dayton, Lima, Ohio



JOHN EAGEN

John Eagen was recently pensioned after having worked for the Cincinnati, Hamilton & Dayton Railway Company for fifty-six consecutive years.

Mr. Eagen entered the service as a brakeman on the wood train running between Carlisle, O., and Cincinnati, for the purpose of supplying engine fuel. In 1861 he was made a delivery clerk in the freight depot at Cincinnati, a position which he held until October 1, 1863, when he was appointed foreman of the bulk delivery yard. This yard was the first one built by this railroad for the delivery of carload freight, and was opened for business on the day of Mr. Eagen's appointment. He has seen its business grow from the delivery of a few cars a day to its present size, when 175 cars a day are placed for unloading at one time.

Produce dealers in Cincinnati have for years made Yard No. 2 (in charge of Mr. Eagen) the chief point of distribution; but because of the foreman's close and careful attention the Company has never suffered any loss because of improper delivery.

Mr. Eagen at seventy-six is hale and hearty and has never, during his long period of service, had to remain away from his duties for a day on account of ill health.

Ed Maher, switchman at Rossford, has resumed work after being off duty for some time because of a badly sprained ankle. Ed says he is "fit as a fiddle" once more, and can go about with all his old nimbleness.

Henry Thaiss, yard clerk at Rossford, has resigned to accept a position with the Ford Plate Glass Company.

The plate glass industry seems attractive to employes at Rossford, as Carl Forester, yard clerk, has also left the service to go with the Toledo Plate and Window Glass Company.

William Holland, formerly storekeeper at Toledo, now acting in a similar capacity at Ivorydale, recently became the father of a fine eight-pound girl. Since then Mr. Holland has been walking on air.

Helen Bronson, stenographer in the office of the assistant superintendent at Toledo, has returned from a pleasant vacation. She visited New York, Pittsburgh and Cumberland, Md.

Ruby Burns, clerk in the local office at Toledo, recently offered her resignation. Her very apparent confusion started an investigation and it was learned that she is to become the bride of C. H. Bush, assistant cashier. They have the best wishes of a host of friends. The honeymoon trip will include visits to several large eastern cities.

Wellston Division

Correspondent, J. M. ROWLAND, *Timekeeker*
Dayton, Ohio

Divisional Safety Committee

A. A. IAMS	Chairman, Superintendent
R. W. BROWN	Trainmaster
H. G. SNYDER	Division Engineer
C. GREISHEIMER	Supervisor
S. J. PINKERTON	Supervisor
S. M. BAKER	Supervisor
R. O'NEIL	Division Foreman
F. M. DRAKE	Relief Agent
P. M. PARNELL	Conductor
GEORGE WAGNER	Engineer
J. J. FITZMARTIN	Division Operator
CLARENCE SMITH	Yardmaster
ED. CHILDS	Stationary Engineer

Considerable trouble was recently experienced at Chillicothe because of engines not being able to take water at the tank. Although the tank was full, the water refused to run out. Our pump repairman, Walter Griesheimer, known to all the boys as "Bounce," was sent for and with his customary promptness "bounced" on the job. He discovered an eighteen inch carp, alive and doing well, in the seat valve of the pin stock. Some nerve for a fish and some fish story for "Bounce," but he says that if any one doubts it they can ask the boys at Chillicothe.

Business on the Ft. Wayne Division continues good, despite the numerous embargoes that are holding up the movement of grain and hay destined for eastern points.

Engineer P. Richards, who has been off duty for the last two months because of poor health, expects to return to work soon.

A few changes in track at Findlay shop are being considered. If these changes are made they will greatly facilitate the handling of cars at that point.

Electric lights have been installed in the stations at Grover Hill and Glandorf.

The new ninety foot turn-table at East Dayton is nearing completion, and it is expected that it will be in operation by April 1.

George J. Keinat, formerly yard clerk at Ivorydale, has been promoted to timekeeper in division engineer Snyder's office at East Dayton, vice C. E. DeBra, resigned.

William E. McDermott, roundhouse foreman at Wellston, has been confined to his bed for the last ten days. Engineer D. B. Morrey is acting as roundhouse foreman during Mr. McDermott's absence.

T. M. Edwards, agent at Celina, is ill with a severe case of pneumonia. L. M. Stanton is acting as agent during his absence.

Our genial bridge inspector, M. H. Beard, is back on the job again after an attack of grippe.

On March 14, while working around his engine preparatory to leaving ready track at Wellston, freight engineer T. A. Fleming was painfully injured. A good sized lump of coal fell from the tender and struck him on the head, inflicting an ugly scalp wound. In spite of his injury, Mr. Fleming, after receiving medical attention, ran his train to Dayton.

Safety First Doings

The good work being done by our Safety Committee is very evident and highly commendable. Through their suggestions many needed improvements have been made. One especially worthy of mention was the leasing of a narrow strip of land leading from First Street, East Dayton, to the East Dayton station, thereby providing a safe inlet and outlet for passengers, who formerly had to pass through the yard.

Sandy Valley & Elkhorn Railway

Correspondent, GEORGE DIXON, *Chief Clerk*

Divisional Safety Committee

H. R. LAUGHLIN	Chairman
A. W. WHITE	Supervisor M. of W. Department
D. W. BLANKENSHIP	Section Foreman
S. H. JOHNSON	Engineer
E. E. CASSIDY	Fireman
J. M. MOORE	Conductor

Exceptions

Sound travels at the rate of 400 yards per second.

Exceptions to this rule:

Scandal: 1,000 yards.
Flattery: 500 yards.
Truth: 2½ yards.
Alarm Clock: ? ? ? ? ? —*Exchange.*

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- Adjusted to the second—
- Adjusted to temperature—
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You don't pay a cent to anybody until you see the watch. We won't let you buy a Burlington Watch without seeing it. Look at the splendid beauty of the watch itself. Thin model, handsomely shaped—aristocratic in every line. Then look at the works. There you see the pinnacle of watch making. You understand how this wonder timepiece is adjusted to the **very second.**

Every fighting vessel in the U. S. Navy has the Burlington Watch aboard. This includes every torpedo boat—every submarine as well as the big Dreadnaughts.

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Get the Burlington Watch Book by sending this coupon now. You will know a lot more about watch buying when you read it. You will be able to "steer clear" of the double-priced watches which are no better. Send the coupon today for the watch book and our offer.

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